VOL. VI NUMBER 10

March 25, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

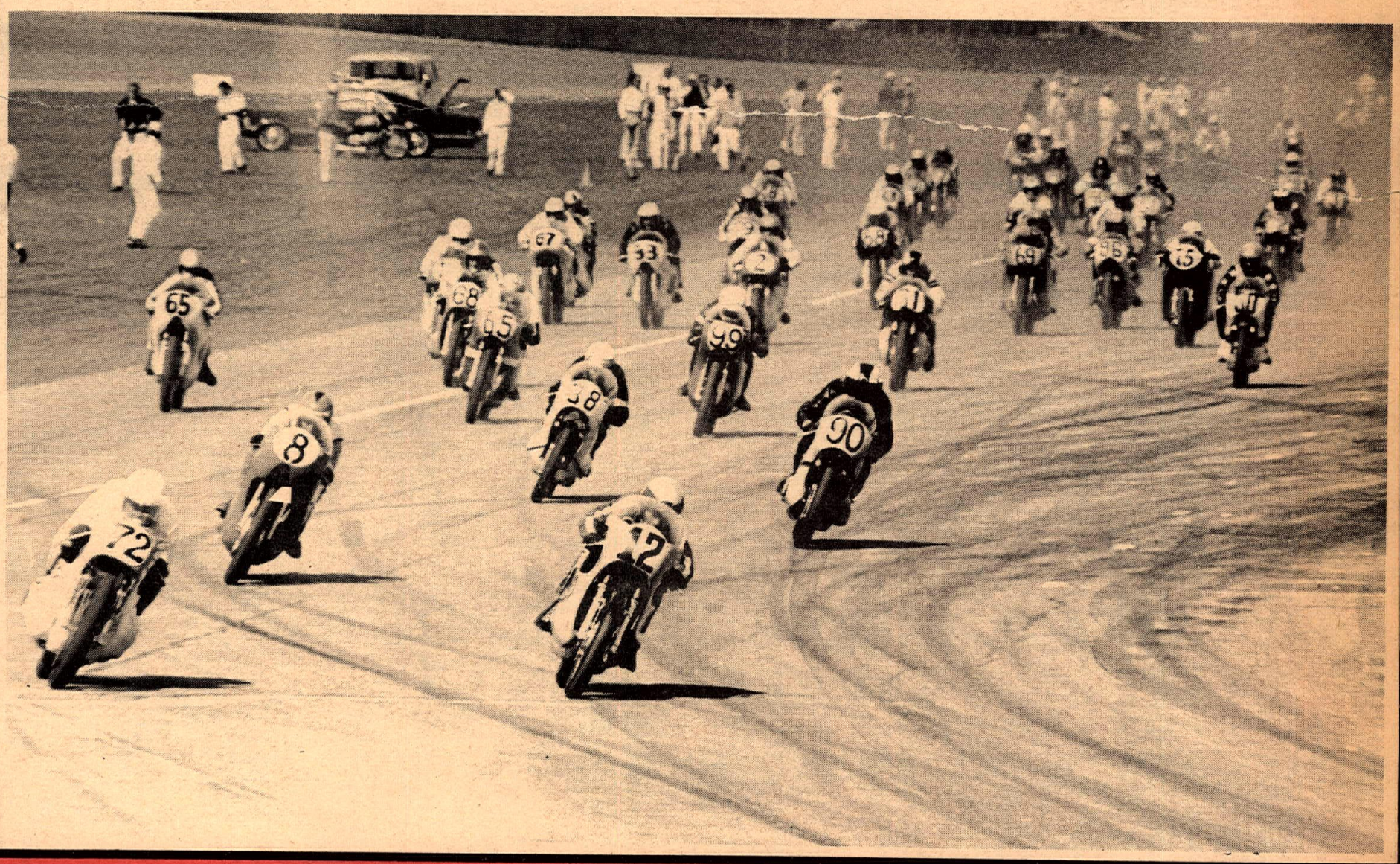
WEST 25¢

DAYTONA RAIN PUTS OFF 200 MILER

Duhamel Takes 250cc Title Again

See page 5

COVER PHOTO – Start of the 100-mile AMA amateur Championship race Friday, March 14 at Daytona Speedway, with Number 38 Ron Muir, on a Yamaha, the eventual winner. – Photo by Dennis Greene.



CYCLE NEWS
5477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway in Cal., Long Beach Fwy. & Firestone Blvd., Firestone to Garfield, so. on Garfield, west on Southern to track. 6-7:30 p.m. sign-up. Starts April 3, 1969 summer schedule.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Info: (213) 424-0961.

FIRST SUNDAY OF EVERY MONTH

MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: Phone 71-339, Hwy 11, Rancho Mirage, Cal.

MINICYCLE & GO KART RACES – Huntington Beach, Calif. Cycle Park. Info: 842-2111. No bikes on Sun. April 6.

DESERT RACES by Smokebomb Gaetz M.C., Hi Vista Store at Avenue J & 100th St., north of Palmdale. 1 p.m. starting.

3rd SUNDAY OF EVERY MONTH

MOTO-CROSS races at Deadman's Point, Apple Valley, Cal. by the Hi-Desert Racing Assoc. All classes, free entry. Prac. 8:30 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

WEDNESDAY, MARCH 19th DIST. 37

SCRAMBLES REFEREES MEETING. Poplar Street Playground. Please attend and complete scrambles check list.

SUNDAY, MARCH 23rd

TERRAPINS 3rd ANNUAL EGG HUNT, AMA, RRA point run. Start 929 India St. San Diego, Calif. Sign in 9-10 a.m. Info: (714) 281-2150 or (213) 835-0778.

RIDING SCHOOL S.C.T.A. Sanct. Saddleback Park, Orange, Cal. (714) 639-5832 for info.

MINI-BIKE RACES Saddleback Sanct. Saddleback Park, Orange, Cal. Info: (714) 639-5832.

FIELD MEET & POKER RUN COMBO by Chico M.C., 363 E 1st Ave., Chico, Calif. Black Butte (west of Orland).

MOTO-CROSS SCRAMBLES–$1500 cash purse. At Spokane, Wash. Interstate Fairgrounds. Info: (509) 535-3679.

AFM NATIONAL POINTS ROADRACE at Vacca Valley Raceway, Vaccaville, Cal. Info: (415) 588-6526.

SCRAMBLES by the Sinners M.C. at Perris Track. Small bikes morning, big bikes noon.

HARE SCRAMBLES by The Invaders M.C., Dist. 37 points. Sidehacks welcomed, 10 a.m. start. Limed from Red Rock Canyon on Hwy. 14. Info: (213) 254-1306.

2nd ANNUAL SAUCER RUN HARE SCRAMBLES by the Invaders M.C. at 10 a.m., limed from Red Rock Canyon, hwy. 14, 20 miles north of Mojave Desert. Dist. 37 point run.

3rd ANNUAL EGG HUNT by the Terrapins M.C. Start from S.D. Harley-Davidson Co., 929 India St., San Diego, Cal. AMA sanc. Sign in 9 to 10 a.m. Info: (213) 835-0778.

CHARITY RUN for needy children by Freedom Riders M.C. Start Long Beach Honda, 11747 E. Carson, Lakewood, Cal. Donation includes coffee & donuts at start, meal at finish, $2.50, children $1.50. Sign in 8-10 a.m. Info: (213) 429-3557.

3rd ANNUAL GOLDEN EAGLES EGG HUNT – at the International Moto-Cross course, Dallas, Texas Hwy 175 at Burton Rd. 7 classes–something for everyone–AMA sanc. Info: (214) 358-5577 (Dallas).

MOTORCYCLE SPEEDWAY EXTRAVAGANZA, Dude Criswell presents (see ad), Whiteman Airport Stadium, 13020 Pierce St., off San Fernando Rd. at Pacoima.

SCRAMBLES by Salinas Ramblers M.C., 321 N. Main St., Salinas, Cal. 93901. AMA Sanction #1465, Crazy Horse Canyon, 12 miles N. of Salinas on Hwy 101. Info: 422-9809 or 422-6703.

SPORT RIDING at Huntington Beach Cycle Park, Cal. 11 a.m. to 5 p.m.

ROAD RACE by AFM San Francisco Chapter, Championship, at Vaca Valley Raceway, 55 mi east of San Francisco on Interstate 80, 1969 point opener. Info: AFM, 72 Franklin So., San Francisco, California 94080.

MOTO-CROSS, AMA, Placerville M.C., Cal., limed Hwy 50 and Davidson Rd. Sign-up 7-10 a.m. Info: 622-4161.

SHORT TRACK RACES by Fort Sutter M.C., at El Dorado Spdy. Info: (916) 422-2420.

TUESDAY, MARCH 25th

MOTORCYCLE RACERS, INC. GENERAL MEMBERSHIP MEETING, 5250 W. Imperial Hwy., L.A. (just west of San Diego Fwy.) 8:30 p.m. Election of officers, discussion of 1969 A.M.A. Rules, new season.

SATURDAY, MARCH 29th

MOTO-CROSS by Family Fun Wheeler's Motorcycle Club of Yakima. Follow red arrows 1 mile east and 1 mile west of Zillah on Hwy 12. Info: Pomeroy's Cycle Shop, 611 S. 1st Street, Yakima, Wash. 98901.

SAT. & SUN., MAR. 29 & 30th

8th ANNUAL YUMA PRISON RUN by Norwalk Centaurs M.C., 12630 Whittier Blvd. Info: (714) 298-4498.

GRAND PRIX SCRAMBLES by the Viewfinders M.C. and the Stunt Men's Assoc. at Westlake, Cal., AMA sanc. Entries close Mar. 25, $8. Viewfinders M.C., 6333 Woodman Ave., Suite A, Van Nuys, Calif.

Sidehacks Sat. and Sun.; gates open 6 a.m. both days.

SUNDAY, MARCH 30

ENGLISH TRIALS S.C.T.A. sanct. Saddleback Park, Orange Cty. Cal. Info: (714) 639-5832.

95 MILE ENDURO NATL. CHAMPIONSHIP by South Jersey Enduro Riders, Mt. Ephriam, N.J.

ACA NAT. POINTS ROAD RACE Willow Springs Raceway, Rosamond, Calif. All prod. & G.P. classes. Pit open 8 a.m., 1st race 11:30. Info: (714) 528-4290.

MOTO-CROSS at the Santa Maria Speedway, sponsored by Lompoc Slo-Pokes M.C. AMA sanc., limed from the Bakersfield turn-off.

11th ANNUAL ANGELS' FLIGHT by the Lost Angels M.C. Limed from Hi-Vista Store. Dist. 37 desert points. 10 a.m. start. Large rock party Sat. night. Info: 768-1058.

70 MILE YAKIMA CRATER RUN by Family Fun Wheeler's Motorcycle Club. Follow red arrows 1 mile east and 1 mile west of Zillah on Hwy 12. Info: Pomeroy's Cycle Shop, 611 S. 1st Street, Yakima, Wash. 98901.

SHORT TRACK RACES by Sacramento Trackers M.C. at Sacramento National Raceway, Hwy 16 or Jackson Rd to Excelsior, North on Excelsior Rd. 1/2 mi. behind Mather Field. Sign-up and practice 9-11 a.m., race 12 noon. Info: Ralph (916) 481-6527 or Jack Jackline 967-5403.

SCRAMBLES by Modesto M.C., AMA, Fwy so. to Crows Landing Rd. out of modesto to Taylor Rd. Turn right, limed from Modesto, Cal. or from Hwy 132 turn right on Carpenter Rd. & follow lime. Sign-up 9-11, race noon.

SHORT TRACK RACES, at El Dorado Spdwy. Sacramento, Cal. Info: (916) 422-2420.

HILL CLIMB by South County M.C., Hollister, Cal. Info: (916) 422-2420.

HARE & HOUND by Trailblazers M.C., Reno, Nevada. Info: (916) 422-2420.

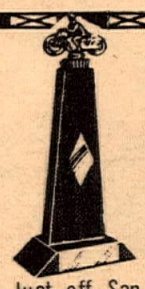
POKER RUN by Redwood City Travelers M.C., Redwood City, Cal. Info: (916) 422-2420.

POKER RUN by Sacramento Golden Banner M.C. Info: (916) 422-2420.

(Continued next week)

Tear Out and Present at Box Office
J. C. AGAJANIAN Presents . . A.M.A.
Half-Mile Every Friday Nite 8:15 pm
(starting April 4th)
Motorcycle Races
TT's 1st Sat. Nite - 8:15 pm
(starting April 5th)
Worlds Fastest Action ½ Mile and T.T. Dirt Track
DISCOUNT PASS
PASS FOR TWO SAVE 50¢
Per Person On Each Adult Ticket
Ascot
18400 S. Vermont-Gardena
Easly Reached -- Just Off Harbor & San Diego Frwys.
SAVE 50¢

Desert M.C. Trophy Presentation
Apr. 4th
8:00 pm
British Dominion Club. Just off San Diego Fwy (Atlantic off ramp) corner of Myrtle and 33rd St., Long Beach.



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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

Goodyear photo

AMA Nationals

March 30, 1969, Sunday
95 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, South Jersey Enduro Riders, 210 4th Ave., Mt. Ephriam, New Jersey 08059.

April 20, 1969, Sunday
100 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Bristol Twins M.C., P.O. Box 4, Bristol, Va. 24201, Abingdon, Va.

April 27, 1969, Sunday
90 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Tompkins County M.C., R.F.D. 2, Route 3, Newfield, N.Y.

May 4, 1969, Sunday
175 NATIONAL CHAMPIONSHIP ENDURANCE RUN, Midwest National Enduro Riders Assn., c/o Wm. R. Maxey, 1148 Cedar St., Rockford, Ill.

May 4, 1969, Sunday
HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Cumberland Raceway, Cumberland, Maryland, John W. Barton, Promoter.

May 17, 1969, Saturday
50 Lap, MILE AND ONE-EIGHTH DIRT TRACK NATIONAL CHAMPIONSHIP (Night), Bushkill Valley M.C. Inc., Nazareth, Pa.

May 25, 1969, Sunday
HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, R.S.C.A. Inc., Lindy Vicari and Al Gaspari, Reading Fairgrounds, Reading, Pa.

May 25, 1969, Sunday
250 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Enduro Riders Assn., 792 Francis Ave., Columbus, Ohio 43209.

May 31, 1969, Saturday & June 1, 1969, Sunday
500 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Pasadena M.C., 21 E. Howard St., Pasadena, Cal. 91103. Mojave Desert, Pearblossom, Cal.

May 31, 1969, Saturday
HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Detroit Area Associated M.C.'s Race Course, Livonia, Mich.

June 7, 1969, Saturday
HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP (Night), Louisville Downs Race Track, Louisville, Ky.

June 8, 1969, Sunday
115 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Black Mountain Enduro Riders, Box 142, Dallas, Pa. 18612.

A.C.A. ROAD RACES

WILLOW SPRINGS INTERNATIONAL RACEWAY, ROSAMOND, CALIFORNIA. HWY. 14 to ROSAMOND, CALIF., NORTH ON ROSAMOND BLVD. TO TRACK.

Mar. 30th

All Production & Grand Prix Classes Plus Sidecars
General Admission $2. Children Free.
Pit Gates open 8 a.m., First Event 11:30
Ambulance Concessions Trophies

Arizona State Championship TT
EASTSIDE CYCLE PARK

"JUST FOR FUN, TRY TUCSON!"

Drive or ride out Highway 80 (east) to Wilmot, turn left

FREE "I TTd in Tucson" T-Shirts to out of state riders.

SUNDAY
April 13th

Calif. & Nevada riders welcome

PLUS WHEELIE CONTEST

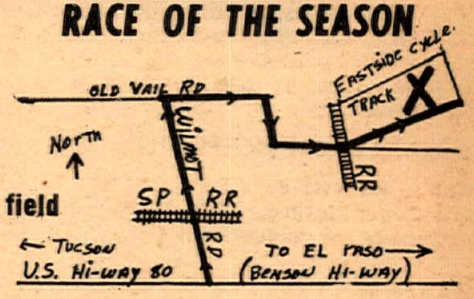
PRACTICE 9-NOON

RACE OF THE SEASON

1/2*MILE GRADED & OILED COURSE WITH 3 JUMPS & FUN

Refreshments, facilities, landing field overnight camping

"A REALLY GREAT TRACK"



CMC MOTORCYCLE MOTO-CROSS

MAR. 23

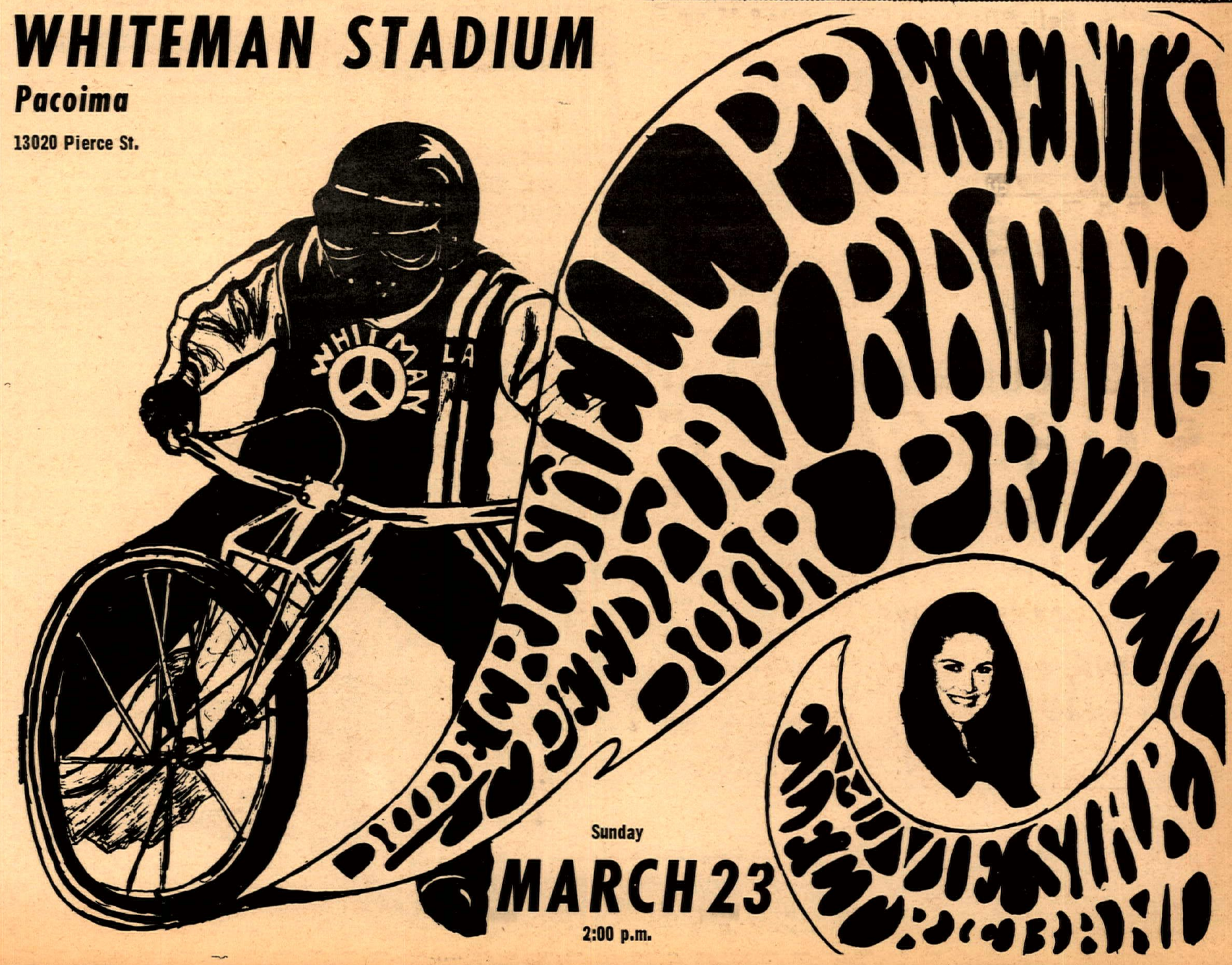
CLASSES
0-125cc — 251-500cc
126-250cc — Open

Carlsbad Raceway
7 miles east of San Diego Fwy on Palomar Airport Rd.

ALL NEW GRASSY COURSE ENTRIES
Close Mar. 17th
Mail entry $5.00 — Post $10.00
CMC — PO Box 1334
Huntington Beach, Cal. 92647

CMC membership required ($2.00) available at race

WHITEMAN STADIUM
Pacoima
13020 Pierce St.



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VOICES OF THE WEST

CIRCULATION BOOSTER

Fantistic, Up-Tight, Out of Sight, Super Neat, Double Sharp, Groovy, Zoomy, and Everybody Should Have One, are just a few words to describe your latest cover photo (Mar. 4) on Cycle News. Keep up the good work, it can't help but increase subscriptions.

JAY WELLS
Long Beach, Calif.

COMMENT: That was Miss Penny Knudsen, who is available for model assignments. Advertisers who wish to have Penny decorate their products should contact her agent, John Ramos, 101 Sierra Dr., Modesto, Calif. Here's another pic of Penny:

GIVE US THEIR NAMES

Could you print the names of the 80 Assemblymen and 40 Senators in the California Legislature again in your newspaper as you did in the March 1, 1968 issue.

PHIL PSZENNY
Santa Monica, Calif.

COMMENT: Yes we will, but meantime get the name of your state assemblymen and senators from your local librarian and write to him in care of the State Capitol Building, Sacramento, Calif.

LETTER FROM AGGIE

It gives me pleasure to announce that Agajanian Enterprises has made arrangements with the owners of Ascot Park for a 25¢ parking fee for motorcycles only on all motorcycle events staged at Ascot Park for the year of 1969. This will be police patrolled parking in front of the main entrance as it has been in the past.

I want to go on record that I, J.C. Agajanian, have never received 1¢ for any parking or concession revenue at Ascot Park in all the time I have been promoting races there. I have been chastised in many ways for the operation of the concessions and parking of which I have had no control. I merely lease the track from year to year and have nothing to do with the operation of it except to sell the admission tickets and stage the events thru A.M.A.

J.C. AGAJANIAN
Gardena, Calif.

AMA NATIONAL NUMBERS

Will you be publishing the A.M.A. National numbers list for 1969, like you published in 1968? After viewing the Houston National on T.V. and seeing Fred Nix now with Al Gunter's former number 3 I began to wonder what other National numbers had changed or been awarded to new riders. After reading Cycle News about certain riders in the northern part of the states who will receive national numbers I thought I'd like to know who else received a number.

H.B. CLARK
Buena Park, Calif.

COMMENT: WE'll print that information as soon as the AMA can send it.

U.S. CHUCK JONES FUND

As you know, Chuck Jones was in a tragic accident, in Australia. The people in Sydney have collected some money for his care. I know Chuck very well and I feel that there should be a collection for him over here. Maybe there could be a motorcycle event with the proceeds going to Chuck. It is very expensive to care for him and he needs the money.

VIRGINIA SEDQUICK,
Garden Grove, Calif.

COMMENT: Readers who wish to contribute to Chuck Jones should send checks payable to Chuck Jones Fund, c/o Cycle News, Box 498, Long Beach, Calif. and we'll see that he gets them.

MONEY-MAKING IDEA

I take your cycle paper. What I would like to know is why don't the race riders have pictures of themselves like the race car drivers do? I think all of the expert riders should sell pictures of themselves. A lot of clubs would like to have pictures of them. Most of the riders are married and their wives could take care of the pictures.

CLAY SIZEMORE
Monillo, Ind.

Short Stroke

Introducing a new column, news from Europe of interest to U.S. readers, by Bill Blakeslee.

EAR PLUGS OR SILENCERS?

Co-columnist Barbara Dahms made a valid point in her "Legislative Notebook" in the March 11 issue of Cycle News, regarding the limited space available to motorcyclists that is getting more limited all the time.

She correctly pointed out how noise is one of the sore spots where motorcycles are racing. In England, where space is a lot more limited, they have taken one big step to rectify the noise problem.

Just now going into effect is an ACU (Britain's AMA) ruling that all scrambles and grass track racers will fit approved silencers to their machines. The word first came in the middle of last year that this would happen. The rule even laid down the sound level to be met – in decibels.

One can picture the confusion that followed, and it did. Some igned the edict, some efforts increased sound and some choked off horsepower. Testing days were held. The first one produced no satisfactory mufflers but later tests found several that were under the noise limits and yet not harmful to power. Several are being produced economically and used.

Sporting types here would be well advised to give this idea some serious consideration. I know the first reaction is going to be an indignant "that great sound is half the fun of riding," and there is a great amount of truth to it. However there is more at stake here, as Barbara Dahms pointed out, than irresponsible fun.

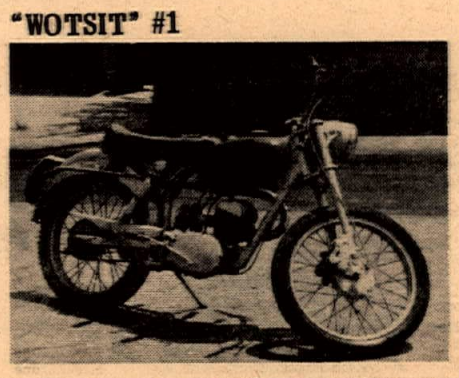
Facts still stand, motorcycles are going to be regulated (helmets? shoes?) and it is always desirable to regulate one's self before someone else does it for you. Check the movie industry's self-imposed grading of their films into desirable audiences categories, for instance. Sure beats censorship!

After you live with the idea awhile you begin to think maybe the noise isn't what racing is all about. Overcoming the terrain is really what you're doing (also overcoming everyone else in the race) and noise isn't necessary to do that. Besides there are still the races in the wide open areas left where you can blast eardrums. It's near habitated areas where the noise is offensive. Like my last favorite in-town tuning/play area that I got booted from. There are still some left, but for how long?

Silence is not a technical problem, only an emotional one. Designing an efficient silencer is easy. Fitting it is a bit more difficult, so that it's out of the way and won't fall off. In fact I now have such a thing fitted to my 360 two stroke. It does take the edge off, especially that irritating part of a two stroke's scream. Power is absolutely unaffected! A dyno might just possibly find a tiny loss, and I doubt that, but the modern racing engine is usually so vastly superior in power to chassis and riders that this is insignificant.

I found my silencer at J&R Manufacturing in El Monte, Calif. They've been advertising them for years.

"WOTSIT" #1



The importers of this currently popular make may or may not appreciate running this picture. Be that as it may this brand is now active in this country and in fact the picture was taken here. Can anybody name it? Write your guess to "WOtsit #1" care of this paper and we'll publish your name if you're right.

The owner, obviously, and a few others maybe can figure it out just from the picture. Good Luck.

COMMANDO OWNERS OWN UP

Norton Commando riders have a chance to write a page in the future of their choice of machines. This is a unique opportunity to get their experiences and opinions right to the head of the factory.

The excellent English newspaper "Motor Cycle" regularly conducts extensive road test of British motorcycles. Along with the test they include a survey of current owners' opinion. As can be imagined this results in a fair and realistic appraisal of the machine. This is not only valuable to potential buyers but also to the factory itself.

Usually there is not time for gathering opinions of people outside England but in the Commando's case it is necessary since the biggest portion of them are sent to the States. Seems they are a bit scarce in England.

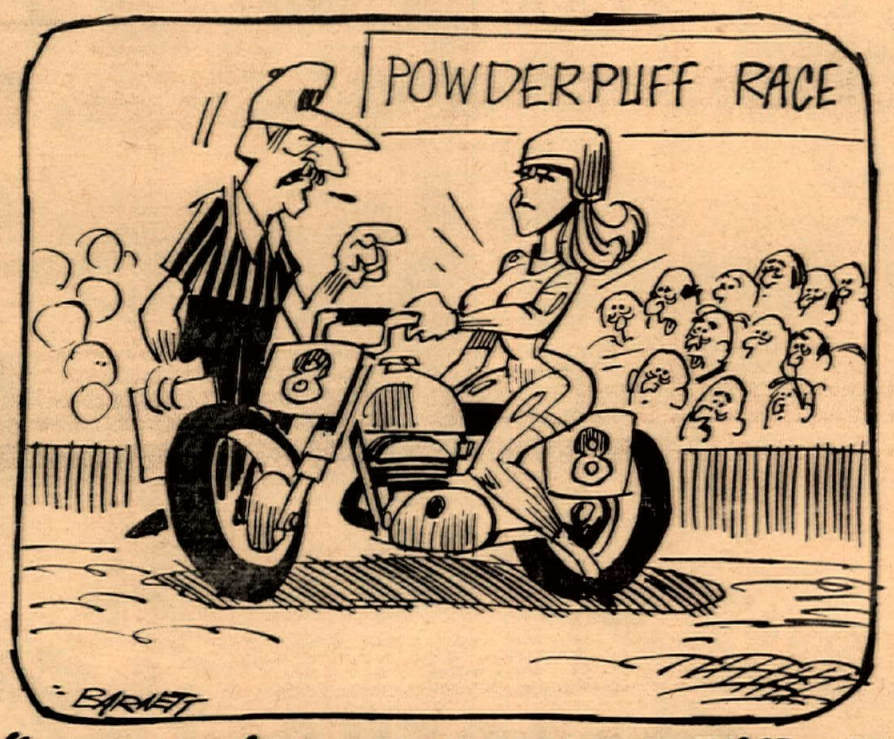
To make the report as comprehensive as possible the paper is hoping Commando owners here will write them (air mail) for the questionaire kit. Air mail to England costs 20¢. The paper's address is:

Motor Cycle, Dorset House,
Stamford Street, London SE 1
England

"VIVA RONJON"

Here's an item I take great pleasure in writing. Montesa importers are especially commended for sending Ron Nelson and John DeSoto to Europe. This is really a fine example of "farming," the earth rather than continually "milking" the industry.

The only other example of this, and it didn't come off, was the Yamaha/Cycle World scheme to send riders to the Isle of Man. A dock strike stopped it and it was never revived.



"I KNOW IT'S GOING TO DISPLEASE TH' CROWD.. BUT YOU CAN'T USE CLEAR PLASTIC LEATHERS!"

DAYTONA Sportsman Road races

Results of Sportsman Lightweight Road Race in 1969 Motorcycle Classics, Wednesday, March 12, 1969

Class 1 - Up to 100 cc

Pos.	Rider and Hometown	Machine
1	Billy Labrie, St. Petersburg, Fla.	Suzuki
2	Leonard Adams, Huntsville, Ala.	Kawa
3	Rick Kulaga, Utica, Mich.	Yamaha
4	Harry Taylor, Athens, Oregon	Hodaka
5	Mike Bruso, Titusville, Fla.	Bridge
6	Dennis Moore, Millroy, Penna.	Hodaka
7	W.D. Sauerberg, No. Surrey, B.C., Cana	Yamaha
8	Stephen Reynolds, Palmetto, Fla.	Yamaha
9	Edward Salley, Dalton, Ga.	Bridge
10	Michael Murdoch, Seminole, Fla.	Hodaka
11	Don Varner, Atlanta, Ga.	Suzuki
12	Bradley Chase, Council Bluffs, Ia.	Bridge
13	Ronnie Atherton, White Pegeon, Mich.	Bridge
14	Alton McGlocklin, Rossville, Ga.	Hodaka
15	R.Wayne Christian, Charlottesville, Va	Yamaha
16	John Buckner III, Thomasville, N.C.	Hodaka
17	Wiley Jones, Stephenville, Texas	Yamaha
18	Marc Chase, Council Bluffs, Ia.	Bridge
19	Benny Hillerich, Pinnellas Park, Fla.	Suzuk
20	David Bruso, Titusville, Fla.	Bridg
21	Edward Duncan, Clearwater, Fla.	Bridg
22	Daryl Ostrander, Clio, Mich.	Bridg
23	Ted Ricks, Jacksonville, Fla.	Suzuk
24	Dick Pierce, Chattanooga, Tenn.	Yamah
25	Larry Fowlkes, Thonotosassa, Fla.	Bridg
26	Albert Tacchi, Chicago, Ill.	Suzuk
27	Steve Morehead, Findlay, Ohio	Yamah
28	Ronnie Ward, Savannah, Ga.	Yamaha
29	Clifford Davis, Silver Spring, Md.	Bridge
30	Earl Hayden, Owensboro, Ky.	Kawasa
31	Matthew Kroll, Milwaukee, Wisc.	Honda
32	Tim Buckles, Baton Rouge, La.	Suzuki
33	Robert Anderson, Lincoln, Nebr.	Yamaha
34	Buzz Arndt, Fridley, Minn.	Kawasa
35	Andrew Fralev. Lexington, Ky.	Bul

Time of Race: 15 min. 3.10 sec. Avg. Speed: 64.5

Class 2 - 101cc to 125cc

1	Rudy Reynosa, Whittier, Calif.	Yamaha
2	David Peterson, Miami, Fla.	H-D
3	Roger Bennett, Mishawaka, Ind.	H-D
4	Ronald Droddy, West Palm Bch., Fla.	H-D
5	James Asmus, Leesburg, Fla.	Bultaco
6	Paul Valovic, Gloversville, N.Y.	H-D
7	Robert Sharp, Knigh Dale, N.C.	Yamaha
8	Paul Morrison, Leesburg, Fla.	Kawasaki
9	Richard Robbins, Pontiac, Mich.	Yamaha
10	Thomas DePaolo, Hollywood, Fla.	H-D
11	Michael Gutterridge, Danville, Ill.	H-D
12	Joe Lachniet, Okemos, Mich.	Honda
13	Stephen Poneleit, Sarasota, Fla.	H-D
14	Ron Suhre, Miami Springs, Fla.	Benelli
15	Conrad Urbanowski, Hollywood, Fla.	Yamaha
16	Robert Wilson, Rochester, Mich.	Yamaha

Rest of field did not start

Time of Race:15 min. 21 sec. Avg. Speed: 63.713

CLASS 3 - 126 – 175cc

Pos.	Rider & Home	Machine
1	William Treaster, Sarasota, Fla.	Kawasaki
2	David Watkins, Garland, Texas	Bultaco
33	Joseph Jones, Jr., Danville, Ill.	Bridgestone
4	Dick Hollingsworth, St. Augustine, Fla.	H-D
5	Eddie Mannschreck, Toms River, NJ	Bridgestone
6	David Schmucker, Sarasota, Fla.	Honda
7	Fred Eitel, Palm Beach, Fla.	Bridgestone
8	David Pettyjohn, Dalton, Ga.	Bridgestone
9	Robert Bailey, Montgomery, Ala.	Honda
10	Jerry Fraleigh, Stow, Ohio	Honda
11	M.M. Thompson, Jacksonville, Fla.	Honda
12	John Boyd, Sarasota, Fla.	Honda
13	Eugene Randolph, New Lenox, Ill.	Honda
14	William Rourk, W. Palm Beach, Fla.	Bridgestone
15	E. F. Mallinger, Hollywood, Fla.	Bridgestone
16	Steve Gardner, Peoria, Ill.	Bridgestone
17	Ira Adams, Huntsville, Ala.	Kawasaki
18	O. E. Moon, Huntsville, Ala.	Bridgestone

Rest of field did not start.

AVERAGE SPEED: 65.200 MPH

TIME OF RACE: 15 minutes

CLASS 4 176 - 200cc

1	Robin Chase, Council Bluffs, Iowa	Bridgestone
2	John Long, Miami Beach, Fla.	Ducati
3	Steve Roszel, Griffith, Ind.	Yamaha
4	Mike Garrett, Dalton, Ga.	Bultaco
5	Terry B. Gindele, Pittsburgh, Pa.	Bultaco
6	Larry Monor, Muncie, Ind.	Ducati
7	Kenneth Blaedel, Madison, Wis.	Bultaco
8	Steve Lourie, Newark, Del.	Parilla
9	Pete Gibbs, Austin, Tex.	Yamaha

Rest of field did not start.

AVERAGE SPEED: 65.604 MPH

TIME OF RACE: 14 minutes, 48.51 seconds

DAYTONA BEACH, FLA. March 12 – Speed week really began with the Sportsman Lightweight road races on Wednesday. The day was marred by the tragic crash of 30-year-old Wayne Barts, of Milwaukee, who became the first motorcycle rider fatality since the Speedway opened in 1959. Bartz was unable to avoid two downed machines coming off the bank and flew 30 feet through the air, landing on the asphalt. He is survived by his wife and two children.

Three Florida riders and a Californian and an Iowan notched wins in the five sportsman lightweight classes. William Treaster took the 175cc class on a Kawasaki, Billy Labrie won the 100cc win. All three are Floridians. Yamaha-mounted Rudy Reynosa of Whittier, Calif. captured the 125 class and Robin Chase of Council Bluffs, Iowa came home the winner in the 200cc class with a Bridgestone.

Trackside Interviews

By Paul Cosner

Question: In your opinion, should the 200 Miler run despite the rain, or should it be postponed until weather improves?

GENE ROMERO: "Wait til the rain slows down. It would be safer. Triumphs would have an advantage in bad rain. I've never road raced in rain before. I don't want to get hurt this early in the season."

CHUCK PALMGREN: "I don't really know how the rain will be. I've never rode in it before. This morning it would have improved my chances. Now that it's let up a little, I don't know. We all have the same problems."

GARY NIXON: "I'd like to see it called off."

BART MARKEL: "I'm all for them running, rain or shine. I like racing."

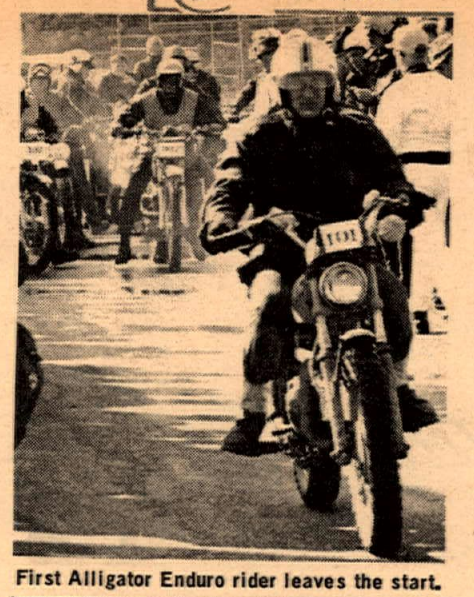
FRED NIX: "I'm not for running in the rain. Too bad some of our officials seem more interested in the crowds than in the safety of the riders."

RONNIE RALL: "I'll let the fast boys decide whether to call the race. I'll race in the rain. I'm just going out for a Sunday ride."

WALT FULTON III: "We shouldn't run in the rain. Even if it clears up it won't dry out. It hasn't rained hard enough to wash the oil and rubber off the track. The wind on the back stretch will blow you over at least one lane on the banks. The front wheels on some machines, mine included, skitter in the air on the banking. The stock cars have torn up the track. It's much rougher than last year."

Question: Fred Nix, we predicted you'd be Grand National Champion this year. Do you think that's a safe forecast?

FRED NIX: "I think you're right. I'll win the championship. We'll have 750cc Sportsters this year. The factory has decided to go ahead. They've got one prototype already finished."



First Alligator Enduro rider leaves the start.

COMING NEXT ISSUE: Amateur-Expert Short Track, 76-Mile Novice Race 100-Mile Amateur Classic, Daytona 200-Miler.

Kawasaki Could Provide Upset in 200-Miler

The new 3-cylinder Kawasaki Mach III's entered in the Daytona 200 miler could possibly upset the predictions that the winner will be astride either a Harley-Davidson or a Yamaha motorcycle.

A 500cc Mach III ridden by Tony Nicosia averaged 105 mph for one hour on the Daytona oval after practice, and was clocked at 118 mph on the back stretch.

The Mach III's entered were built in only 7 days and except for disc brakes and fairings are virtually stock. Lacking time to build expansion chambers, they are even running stock mufflers!

Alligator Enduro

By Paul Cosner

DAYTONA, FLORIDA, March 13 – John Penton, recently reinstated by the AMA, clebrated his return to action today by winning high point overall at the Annual Alligator Enduro. The 53.6 mile timed cross country event is a favorite fixture of Speed Week.

This year's edition saw 298 riders lined up at the speedway entrance for the 9 a.m. start. Winding through the swamps at a 24 mph average proved to be a man-sized challenge. Bill Baird, national sportsman enduro champion, failed to even finish, and not one man could boast of a clean score. Penton dropped a single point, riding his 360cc Husky. Stone Mountain Enduro winner (see story this issue) John Buffaloe of Bloomington, Indiana, finished second in the expert 350cc class on a Bultaco.

(Results on page 17)

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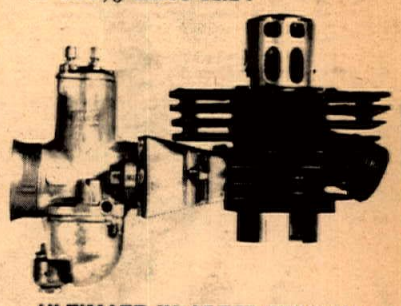

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RESULTS of the 100-Mile 250 cc AMA motorcycle race over the 3.81 Mile track-road course, Saturday, March 15, 1969.

Pos.	No.	Rider and Home	Machine	AMA No.	Laps
1	5	Yvon duHamel, Montreal, Can.	Yamaha	95695	16
2	97	Ron Pierce, Bakersfield, Calif.	Yamaha	110451	16
3	27	Ron Gould, Oxfordshire, England	Yamaha		16
4	25	Calvin Rayborn, Spring Valley,Cal	Kawasaki	100764	16
5	17	Mike Duff, Toronto, Ont. Can.	Yamaha	150737	16
6	41	P. M. Kellond, Vancouver, Can.	Yamaha	236461	16
7	111	Don Vesco, La Mesa, Calif.	Yamaha	2555	16
8	191	Frank Camillieri, Chelsea, Mass.	Yamaha	54035	16
9	99	Walter Fulton III,Hacienda Hts,Cal.	Kawasaki	71748	16
10	21	Robert Winters, Ft. Smith, Ark.	Yamaha	34374	16
11	26	Takeshi Araoka, Santa Ana, Cal.	Kawasaki		16
12	16	Dick Hammer, South Gate, Calif.	Kawasaki	40702	16
13	15	Ralph White, Torrance, Calif.	Yamaha	86957	16
14	138	Ronald Muir, Dowell, Ill.	Yamaha	44545	16
15	34	Dick Newell, Sand Springs, Okla.	Yamaha	46325	16
16	10	Tom Rockwood, Gardena, Calif.	Yamaha	117564	16
17	71	Art Baumann, Brisbane, Calif.	Kawasaki	33447	15
18	48	Tim Coopey, Pt.Coquitlam, Can.	Yamaha	187330	15
19	62	Ken Molyneux, Vancouver, Can.	Yamaha	192670	15
20	74	David Scott, Daly City, Calif.	Yamaha		15
21	39	George Loveless, Akron, Ohio	Yamaha	054150	15
22	85	Joe Messaros, Lynchburg, Ohio	Kawasaki	71828	15
23	130	Keith Mashburn, Santa Susana,Cal.	Yamaha	93779	15
24	185	James Allen, Toronto, Can.	Suzuki	188846	15
25	91	Andres Lascoatz, Ashland, Mass.	Yamaha		15
26	109	James Adams, Lincoln, Neb.	Yamaha	56925	15
27	169	Thomas Sisson, Morristown, Tenn.	Yamaha	11993	14
28	88	Andreas Georgeades,Brampton,Can.	Yamaha	191405	14
29	116	James Kersting, North Judson,Ind.	Kawasaki	66610	14
30	134	Gary Landry, Baton Rouge, La.	H-D		14
31	1	Gary Nixon, Baltimore, Md.	Yamaha	101891	14
32	103	Dan Deubler, Sioux Falls, S. D.	Bultaco	31450	14
33	57	Bob Bulmer, Morrice, Mich.	Honda	078165	14
34	176	R. G. Wakefield, Indianapolis,Ind.	Yamaha	72925	13
35	93	W. T. Rufner, Ft. Worth, Tex.	Yamaha		13
36	182	Larry Stone, Deland, Fla.	Honda	107842	11
37	105	Dave Simmonds, Goleta, Calif.	Kawasaki		9
38	121	Gordon Dusenbery, Atlanta, Ga.	Yamaha	43498	8
39	46	R.Jacques duPont, New Castle,Del.	Kawasaki	2729	8
40	75	Richard Brase, Ft. Wayne, Ind.	Ossa	15898	8
41	29	William Canfield, Albuquerque,NM	Suzuki	47945	6
42	33	William Bloom, Annandale, Va.	Yamaha	16656	5
43	161	Virgil Davenport, Irving, Tex.	Yamaha	116018	3
44	120	Fred Richie, Joliet, Ill.	H-D		2
45	89	Tom Bowersox, So.Bend, Ind.	Yamaha	64758	1
46	2	Dick Mann, Richmond, Calif.	Yamaha	59858	1
47	148	William Ciszewski,Milwaukee, Wis.	Suzuki	15520	1

Time of Race: 36 minutes, 23.47 seconds
Average speed: 98.348 miles per hour. (No Record)

Race shortened due to rain (59.40 miles) from the originally scheduled 100.

Results of Short Track AMA motorcycle Races Friday, March 14, 1969. (Experts and Amateurs)

First Heat

Pos.	No.	Rider and Home	Machine
1	2	Dick Mann, San Francisco, Calif.	Ossa
2	52	Ronnie Rall, Mansfield, Ohio	Bultaco
3	30D	Royal Scherbert, Largo, Fla.	BSA
4	7	Sammy Tanner, Los Angeles, Calif.	Benelli

Second Heat

1	20	Gene Romero, San Luis Obispo, Calif.	Triumph
2	1	Gary Nixon, Baltimore, Md.	Triumph
3	58X	Dallas Baker, Santa Ana, Calif.	Ossa
4	94	Larry Darr, Mansfield, Ohio	H-D

Third Heat

1	55	Roger Reiman, Kewanee, Ill.	H-D
2	4	Bart Markel, Flint, Mich.	H-D
3	38	Chuck Palmgren, Baltimore, Md.	Triumph
4	3	Fred Nix, Franklinsville, Wis.	H-D

Fourth Heat

1	73	Sid Carlson, San Diego, Calif.	H-D
2	30X	Keith Mashburn, Simi, Calif.	Yamaha
3	80Y	Jim Rice, Palo Alto, Calif.	BSA
4	40	Robert Hinkle, Brookville, Ohio	Triumph

Consolation

1	26	Ed Varnes, Parkesburg, Pa.	Bultaco
2	19L	Phil Cullum, Little Rock, Ark.	Bultaco

First Semi

1	2	Dick Mann, San Francisco, Calif.	Ossa
2	20	Gene Romero, San Luis Obispo, Calif.	Triumph
3	58X	Dallas Baker, Santa Ana, Calif.	Ossa
4	1	Gary Nixon, Baltimore, Md.	Triumph

Second Semi

1	4	Bart Markel, Flint, Mich.	H-D
2	30X	Keith Mashburn, Simi, Calif.	Yamaha
3	55	Roger Reiman, Kewanee, Ill.	H-D
4	38	Chuck Palmgren, Baltimore, Md.	Triumph

Feature

1	4	Bart Markel, Flint, Mich.	H-D
2	2	Dick Mann, San Francisco, Calif.	Ossa
3	55	Roger Reiman, Kewanee, Ill.	H-D
4	30X	Keith Mashburn, Simi, Calif.	Yamaha

RESULTS of AMA Short Track races at Memorial Stadium, March 15, 1969.

First Heat

Pos.	No.	Rider and Home	Machine
1	52	Ronnie Rall, Mansfield, Ohio	Bultaco
2	20	Gene Romero, San Luis Obispo, Calif.	Triumph
3	7	Sammy Tanner, Wilmington, Calif.	Benelli
4	40	Robert Hinkle, Brookville, Ohio	Triumph

Second Heat

1	2	Dick Mann, Richmond, Calif.	Ossa
2	11	Jim McMurren, San Diego, Calif.	H-D
3	30D	Royal Scherbet, Largo, Fla.	BSA
4	31	Jimmy Maness, Augusta, Ga.	H-D

Third Heat

1	10	Neil Keen, Azusa, Calif.	Yamaha
2	30	Keith Mashburn, Los Angeles, Calif.	Yamaha
3	80Y	Jim Rice, Palo Alto, Calif.	BSA
4	73	Sid Carlson, Seattle, Wash.	H-D

Fourth Heat

1	56	Chuck Southgate, Nashville, Tenn.	Honda
2	94	Larry Darr, Mansfield, Ohio	H-D
3	21T	Dave Sehl, Waterdown, Can.	H-D
4	11N	Gordon Dusenbery, Wichita, Kan.	H-D

Consolation

1	67D	Jerry Stokes, Charleston, S. C.	Bultaco
2	20R	Elliot Schultz, Pacifica, Calif.	Benelli
3	47	Pat Gosch, Omaha, Nebr.	H-D

First Semi

1	52	Ronnie Rall, Mansfield, Ohio	Bultaco
2	20	Gene Romero, San Luis Obispo, Calif.	Triumph
3	30X	Keith Mashburn, Los Angeles, Calif.	Yamaha

Second Semi

1	2	Dick Mann, Richmond, Calif.	Ossa
2	56	Chuck Southgate, Nashville, Tenn.	Honda
3	11	Jim McMurren, San Diego, Calif.	H-D
4	30D	Royal Scherbet, Largo, Fla.	BSA

Feature

1	2	Dick Mann, Richmond, Calif.	Ossa
2	20	Gene Romero, San Luis Obispo, Calif.	Triumph
3	56	Chuck Southgate, Nashville, Tenn.	Honda
4	30X	Keith Mashburn, Los Angeles, Calif.	Yamaha

CONTINUED NEXT WEEK

Stone Mountain National Championship 75 Mile Enduro

By John Wyckoff

Bob Agans leads a flight of enduroists on the cold, windy start. Inset: Enduro riders think of everything — even a portable outhouse?

One rider gets off the trail and buries it to the hub while Victor pilot on left plonks through in good shape.

Above: a little bother in the Georgia woods. Brands entered included 98 Bultacos, 73 Triumphs, 70 Yamahas, 53 Pentons, 33 H-D's, 31 Hondas, 27 Huskys, 20 BSA's, 15 Hodakas, 13 Sachs, 10 Greeves and one Montgomery Wards. 25 States were represented. Below, Penton riders tackle 2 of the tough parts.

DALTON, GA., March 9 – It has been raining for the past 3 out of 4 days, this morning is cold and windy, there is snow on the north side of the mountains and it is still snowing there. The rain has stopped on this side, but the wind is up. The Georgia red clay has the consistency of slightly congealed vaseline.

All the big names are here for the Stone Mtn. Run. 489 riders have entered. A&B riders. The run consists of 75 miles of some of the worst terrain you can possibly imagine. The rain has made everything real bad. Streams are swollen, mud is muddier, mountains seem higher, and the wind is cold. The first section of the run that I entered, I drove through with a dune buggy until we ran out of traction, then I walked in the next six or seven miles to take the first set of photos. All the riders are having a struggling time up one long steep hill. The hill was deeply rutted from earlier machines going through, some riders had to get off and push, some pull, most slip and slide.

From this point by jeep ride over the top of the mountain to observation hill, you can see the struggle of the riders trying to climb this slippery and wet hill and it's started to snow again. The snow has caused no visibility problems but it did cause an awful lot of cold. These riders suffered some treatment that would almost be inhumane, cold, wet and miles and miles of hard pushing. Observation point is about 20 minutes from the end of the run, shortly before the last check point. The stamina that these men showed is second to none that I've ever seen. I talked to many of the riders after the race was over, riders like Bill Pace, Bultaco rider, #128, Bill said it was "sort of a Sunday run." He made some mistakes and figured he'd lost some points. Burl Cantor from Bristol, Tenn. riding a Yam. 125cc #225, said he got a flat 19 miles out but continued the rest of the race with a flat front tire, figured he lost about 11 points or so.

Benny Bootle from Greenville, So. Carolina, riding a Penton 125cc #101 was the first man out. Benny said he figured he'd lost some time because quite a few of the other big boys came past him at one point. Some of the riders were even able to hit some of the check points early, though it's beyond me how they did it, considering the conditions out in that field today.

There were over 71 trophies to be given away. Most of them are resplendent with a little piece of granite from Stone Mtn. The unusual part of this is I live in Stone Mt., Georgia and it's about 100 miles from the start of the race. The population in Stone Mtn. has grown so high, they had to move the race north and north and north until now it's in Dalton, Georgia, just a short distance off the Tennessee line, in the heart of the Georgia Mountains.

This is a remarkable race in more than one sense. To the best of my knowledge there were no injuries, there was one minor accident that I heard about – rider on a H-D Sprint drove into the side of a car, just after the starting of the race. From what I've heard he wasn't injured, but there's a real badly bent set of Ceriani forks for sale.

The Georgia Crackers M/C Club is working on the results of the race, it's quite a time-consuming process as we are all aware. Accuracy is more important than speed.

As a personal observation I believe that a race like this requires more endurance, stamina, strength and skill than any other single type of riding. A man has to be half human and half calculator with the strength of a bull, to be able to handle it all the way through. Those who do, seem unassuming, not braggards. Calm, confident, it apparently brings out the best in men. At the tent after the race, most of the conversation was based on Daytona, when they were going there and what they were going to do. A few were rehashing what they had gone through but not many.

(Results on page 16)

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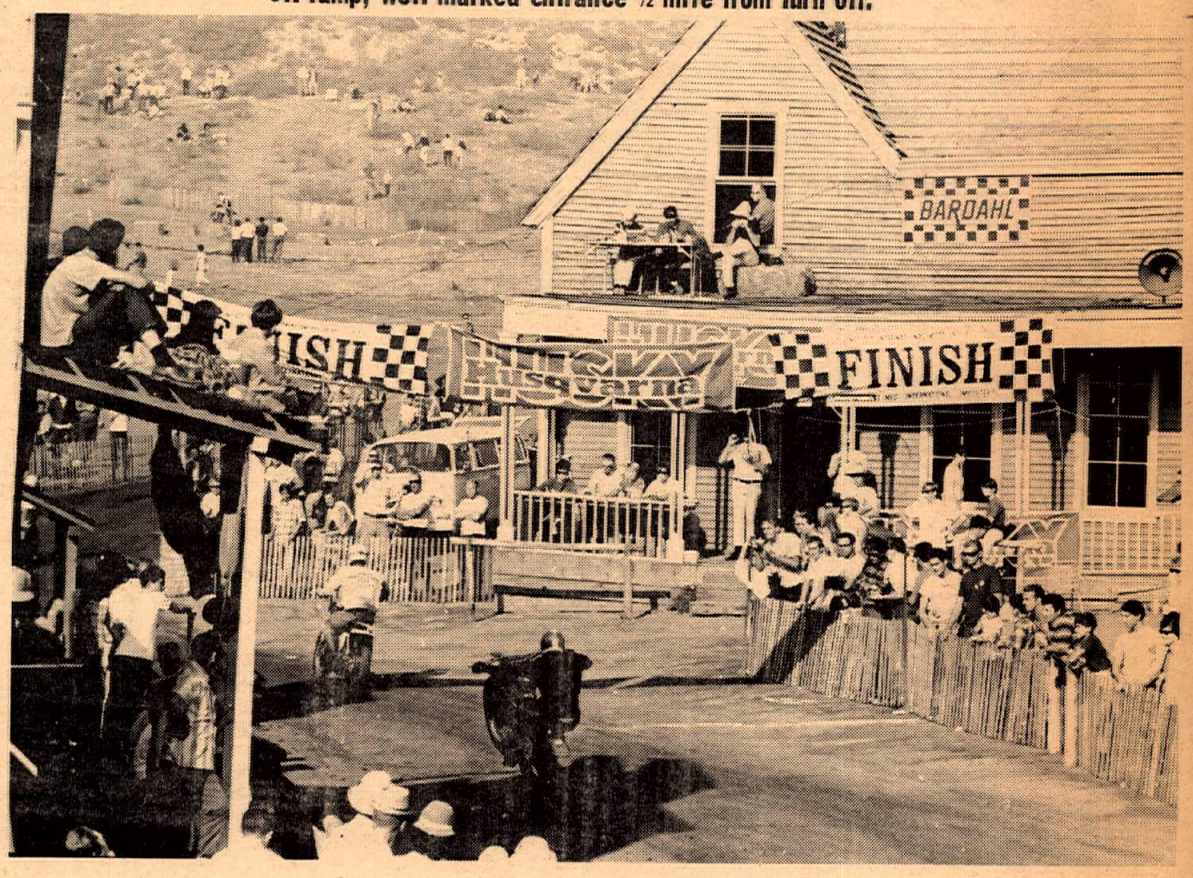

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New Trials School At Saddleback Park

Story and Photos by Gary Barton

Sunday, March 9th was the first day for the new Saddleback Park Trials riding school. Initiated by track owner Vic Wilson, the idea is to hold an informal school for novice riders. Too many riders of trail and dirt bikes are not getting the full benefit of their machines. The school hopes to change all this and help the riders learn to make full use of their motorcycles.

Instructors in the school were Bob Grove and Dave Evans of the Southern California Trials Association. Also along for the day and helping with some of the instruction were S.C.T.A. members Jack Ward and Don Lawrence.

Although the turnout was quite small, this was to the benefit of the students. They were able to receive more personalized instruction. The students varied in experience from almost none to a couple of riders with a few years under their belts.

Original plans called for an informal meeting of instructors and students to evaluate the type of riding the students would be interested in. As most of the students were interested in learning more about Trials riding, the group moved on to a small gully down near the start of the moto-cross track. Here Grove and Evans proceeded to give the students tips on machine preparation. Also explained was the reason for the standing position used by the Trialers.

The S.C.T.A. laid out three traps down in the gully. Here the riders rode each section several times, being coached by the Instructors. Then for added challenge the learners rode the sections backwards, making a total of six different sections for the students.

An observer could not help but notice the improvement taking place under skilled hands of the instructors. One student in particular, at the start of the day could have been nominated for Sammy Miller's "Centipede of the Year" Award. However, at the end of the day, even he was cleaning the sections. Here was a person who had learned possibly more in a three-hour session of skilled instruction than could be picked up in several outings of un-tutored riding.

Also in the school this day were a couple of riders who had scrambles bikes and had purchased trials machines for playbikes. As I talked to these riders they commented how much fun they had been having with their trials iron.

This is true, for a trials bike is one of the best selections one can made for trailing and Trialing. The great low speed lugging power of these bikes as well as extremely good torque make for excellent hill climbing ability. Also if a person wishes to compete with others, the S.C.T.A. holds nearly 25 events per year and usually draws approximately 125 riders per meet.

Instructors show student's how it's done.

Saddleback Park hopes to be able to host this school every two weeks and is open to riders of all types of motorcycles, but is especially geared to handle the needs of the off-the-road bike riders.

If you think that this school could be of benefit to you, and it most likely will, the dollar spent will be one of your best investments.

Also the S.C.T.A. will be holding a Trials here Sunday, March 30th. All those wishing to spectate or ride are more than welcome to come out and try your skill at English Trials.

Marys Men Sweetheart Run

By Billie K. Sager

SAN DIEGO, Cal., February 9, 1969 – Marys Men started the new season off with a honey of a run that lured 165 enthusiasts to ride 125 miles on their 2nd Annual Sweetheart Run. Coffee and assorted donuts were served at Honda of S.D. where sign-in was held from 8 to 10 a.m.

Route slips were issued and everyone rolled north toward Oceanside and the first check point at Mission San Luis Rey. Though rain was forecast, the weather was made to order, and the back country with its plush green hillsides was a sight for sore eyes. Route 76 was followed to a second check point at Mission San Antonio de Pala in Pauma Valley, a historical site established in 1816. Continuing on the last leg, the route led everyone onto highways S-6, 395 South and 94 East through Lemon Grove, winding up at The Bancroft Ranch House in Spring Valley. When all had signed in, they were served a delicious Irish stew which had been cooked to perfection by Mr. Lee Hobby, a member of the host club.

Contests were then held and trophies awarded. Results of field events can be found on page 16 in this issue. Notice should be made of the fact that The Rainbows from Long Beach were the longest distance club. However, they had to leave before award presentation and could not be considered first place winner. Nonetheless, a trophy is being held for them, and contact would be appreciated concerning this. They can write to Roger Melanson, 7068 San Miguel, Lemon Grove, Calif. 92045.

Our thanks go out to the many Los Angeles area clubs that attended the first run of the '69 season. If this is any indication of what can be expected for the entire year , we should have wonderful turnouts, and rest assured the response is deeply appreciated. Keep 'em rollin'.

(Results on page 16)

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1st Steve Goldberg – HODAKA
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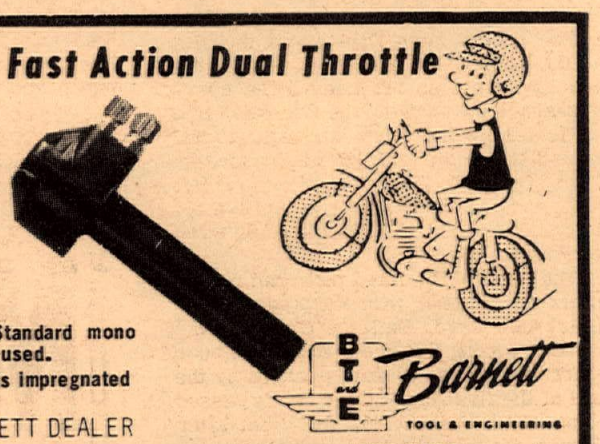

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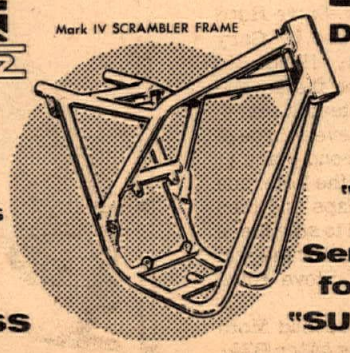

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Bushmasters MOTO-CROSS

Text & Photos by Rich Walden

For forty days and forty nights, or thereabout, the heavens opened up and the land was flooded and all the races were cancelled. Then, on the forty-first day, give or take a few, the waters receded and motorcycles came from miles around to Lamb Canyon, two miles South of Beaumont, Calif. for the Bushmasters Moto-cross. Two weeks earlier the course had only one small water crossing but by race day there were six.

100cc Motos

Gary Bailey grabbed the lead at the start of the first 100cc Moto on his Penton and did so well in the water crossings that by the time he had gone halfway around the two-mile course he was about fifteen seconds ahead of Hodaka mounted Mike Garrett who was trying to keep ahead of Jack Meyer and Don Emler. The second time through the third splash, Garrett got way out of shape. Emler got by and really let it hang out, closing the gap on Bailey. Emler's little Suzuki Van Tech was going up the hills faster than any of the other 100s and by the fourth lap he was about 20 feet behind Bailey. On the fifth circuit, lapping slower riders, Emler became tied up in traffic and Bailey got the lead he needed to win easily two laps later.

The second 100 moto started like the first, but Bailey's Penton developed shifting problems and Emler took the lead. Bailey never got the Penton back in the running and Emler ran away from the others to take the win.

In the third 100 moto Jessie Goldberg took the lead on his Hodaka followed by Emler. But Goldberg's little Hodaka was no match for Emler's Suzuki as Emler zapped him on the first hill with room to pass and ran away with the lead and the win. Jim Brown came from seventh to third place on the first lap and began to work on Goldberg, who was beginning to tire. With one lap to go Brown passed Goldberg to take second place.

250 & 125cc Motos

The 125s and 175s were combined into one class and raced with the 250s. This made the largest race of the day with a combined entry of 45 riders. The lead was taken in the first moto by Jim Wilson with Gary Bailey close behind. This was the best race of the day as the two riders, both Greeves mounted, battled for the lead. Wilson led the first two laps then Bailey took the lead and held it until he fell on the last lap handing the win to Wilson. Tom Rapp took first 125 on a Bultaco and was third among the 250s.

The second moto Wilson took the lead at the start with Yamaha mounted Mark Blackwell hot on his heels. The heavy Yamaha kept up with the Greeves for a while but by the third lap began to fall behind and in the fifth lap was passed by Tom Rapp, all the way up from twelfth place, who went on to take second overall and another first 125. Bailey could do no better than eleventh.

The start of the third moto had Wilson again in the lead with Rapp second and Blackwell third. Bailey's Greeves was running strong this moto and after a poor start had moved to third position by the end of the first lap. Bailey easily passed Rapp in the second lap and went after Wilson. He took the lead on the third lap and try as he might Wilson couldn't catch him and Bailey took a well earned win. An honorable mention probably should be given to Dale Teubner who fell six times trying to get up one hill at the fourth water crossing on the last lap.

500cc And Open Motos

There weren't enough 650s to make a separate class so they had to race against the 500s, which was a disadvantage on such a tight course.

Lonnie Peterson took the lead at the start and it appeared he was going to run off from all the competition. Steve Hurd was in second place followed by Gary Jones and Bill Pettigrew. Hurd did something we couldn't see on the second lap that put him back in fifteenth place. Jim Wilson worked his Greeves through the ranks from 10th to second place in the third lap. Wilson closed the Peterson gap in the next couple of laps and then Wilson got far enough ahead to stay there in the seventh lap and went on for the win with Peterson second and Steve Hurd back up to third.

Hurd took the lead in the second Moto followed by Gary Jones on his 441cc BSA, Jim Wilson and Lon Peterson. Peterson passed both Jones and Wilson in the first lap but they got him back in the next lap with Wilson beating Jones in the rough and Jones passing him back in the faster sections. Soon Wilson had second sewed up and passed Hurd on lap four to take the lead. Jones dropped his Victor then and broke the glass tank, putting him out of the race. On the next lap Peterson passed Hurd and stayed ahead for two laps but screwed up on the last lap letting Hurd and Don Jones by to take second and third.

Wilson took an early lead in the third moto and held it until the fast section at the end of the lap where Peterson and Hurd ran their Maicos past him only to have Wilson pass them in the rough again. Hurd was unable to pass Peterson and Wilson stayed ahead of them both to take the win.

Bushmasters shoveling in the worst places actually improved the course as the day progressed so that at the end of the day several of the riders commented that this was the best course they ever raced upon.

(Results on page 16)

Three different approaches to the same problem — winning form (Gary Bailey, left) flashy style (Mark Blackwell, center) and something different (Einar Fritz).

Lou Peterson leads Jim Wilson (166) and Jess Goldberg (100) up the mountain.

Aztecs' Lime Run

By Billie K. Sager

Sixty San Diego County riders proved at least two things when they attended The Aztecs First Annual Lime Run March 2nd. They have spirit and a heck-ofalot of fortitude.

Everyone woke up to dismal grey clouds that proved to be more foreboding as the day wore on after the early sign-in at Andres' S.D. Harley-Davidson. The only natural element that wasn't encountered was sleet; all else was present in abundance. Rain was constant as freeways and backwoods roads were followed, with wind and snow in the highlands beyond Alpine.

Nonetheless, there were no accidents among the members of the nine clubs represented, even though there were several tricky lime marks at some of the intersections. Only a guess led riders down the right route, or they had to backtrack until the next lime mark was found. At the Holiday Ranch finish site, everyone thawed out a bit and then entered field events held in two sections, with chow served in between. Catered food was mouth-watering ham and beef, beans, macaroni salad, cole slaw, rolls, punch and coffee. Results of the events:

0-400cc Lime: 1st Richard C. Wilson, Poway M.C., 2nd Harry Luke, Poway.

401-999cc Lime: 1st Sandra Henry, Motor Maids M.C., 2nd Doug McDougall.

1000cc & up Lime: 1st George Glaze, Poway M.C., 2nd Lanny Gilmore, outrider.

0-400cc Field Events: 1st James D. Glazer, 2nd Doug Christensen, Road Cruisers M.C.

401 & up Field Events: 1st Donald Hurst, Singing Wheels M.C., 2nd Lanny Gilmore, outrider.

1st place passenger: Carolyn Folkes, Singing Wheels M.C., 2nd place passenger: Billie K. Sager, Road Cruisers M.C.

Best Dressed Club: Road Cruisers M.C., Best dressed couple in club uniform: Harry & Bertie Luke, Poway M.C.

Best dressed couple outrider uniform: Connie Wilson & Carl T. Bailey, Tri-City M.C. obtained this trophy via a forfeit from Gene and Mary Lou Lafferty because they attended the run in their car. How's that for sportsmanship gang? Oldest AMA member: Harry Teachout, Singing Wheels M.C., Youngest AMA member: Glenn Wares, Poway M.C.

Helmet Law Repeal Starts To Roll

When the federal government insisted on states enacting a hasty hodge-podge of "safety" regulations back in 1966 and 1967, motorcycle enthusiasts were suddenly faced with a fusillade of legislation designed to take away their rights without giving their side a chance to be heard.

Now nearly 40 states have knuckled under to Uncle Sam by enacting hated helmet laws. Some of the other safety program regulations were also enacted, but the compulsory helmet law is the one that hurts.

At last motorcycle enthusiasts have gotten themselves together to face the federal threat. It may be three years late, but it's better than never.

Illinois, under the relentless prodding of the Illinois State Motorcycle Association, is introducing a bill that would repeal the state's helmet law. Also, a group has been formed in Pennsylvania that successfully got introduced into that state's legislature House Bill #65 which will abolish the Pennsylvania helmet compulsion. Pennsylvania readers should write to the Secretary of the Pennsylvania Motorcycle Association for Freedom, c/o William Cobel, Box 644, Easton, Pa. 18042 for a list of Pennsylvania legislators to write to.

Repeal is the easiest, best and least expensive way to regain our freedom from helmet restriction. Enthusiasts who want to work for helmet law repeal should get together with sympathetic representitives in their state legislature, write the facts to their representatives, and contact this newspaper to spread the word to other enthusiasts about the battle locally.

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1st Ken Sparkman – MAICO
500cc Nov. Class
1st Gary Grayson – MAICO

Salinas Winter Scrambles
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375cc Expert Class
1st Ray Clausen – MAICO
2nd Dario Scarabosio – MAICO
375cc Novice Class
1st Ron Johnson – MAICO

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SADDLE-BACK DIGS OUT

Right, Top: 100cc novice class buzzes off to battle. Dan (257) Willits was the winner with Gary (242) second.

Right, below: Richard (8k) Sweaney and Danny Hockie had at it in the 100 expert goes, with Sweaney taking it. (Did the air-conditioned suit help?).

By Maureen Lee

IRVINE, Calif. March 9, 1969 – What could have been a totally disastrous event for the Sportsmen M.C. turned out to be a good one, but they sure didn't have the fates on their side! Just about everything went wrong. The club had reserved Saddleback's new scrambles course, but the rains washed it away. Crews couldn't even get into the Park until the Tuesday before and then they didn't have equipment as it was all out being used by the flood control people. In the wee small hours Sunday morning they were able to get going and by the time riders started arriving had a parking lot made and were carving out the track, but it was obvious to all that racing would be unable to start at the scheduled times.

Tech inspection went smoothly with the club using some new ideas on running it that are worthy of mention in our scrambles column, but the most important thing was they had a method of identifying bikes that had passed tech. with a sticker that could not be transferred to another plate.

Motos were run in almost every class, and some guys complained bitterly about only running two laps, but time was of the essence. The Sportsmen kept an eye on the clock and ran the last of the series of three for more laps. The lightweights didn't get any more riding than the big bikes, in fact the big boys probably got more laps, which ought to be some consolation to the moaners in that group.

There is only one serious hazard and it was clearly marked by a flagman. There were a few who dropped it there and one novice lost his cool, shot off the side and unfortunately broke his leg but most riders negotiated everything without too much difficulty.

The Open Novice brigade had one of their hairy starts and immediately afterwards track owner Vic Wilson brought up a blade and made the starting line wider, giving everyone a bit more room to maneuver around in.

The Racing Bit

It was Richard Sweaney who won the 100cc Expert go on one of those new little Kawasakis. He and the machine flat flew, winning over Dannie Hockie (Hodaka) and Linus Beal (Bridgestone)...the sandy uphill was the downfall of many a TT-tuned small bore if the rider just couldn't keep the r's up when approaching it...Diane Connolly (Hodaka) did her thing and won the Powder Puff...Bultaco distributor Doug Yerkes got in between a pair of Ossas manned by Craig Cove and Dannie Hockie for a second in the 175cc class but Bul's won both the 250cc Novice (Dan White) and the 250 Amateur (Larry Shoemaker)...Gary Scott on a Yamaha took the 250cc Expert, holding off such shoes as David Aldana (Ossa) and Lee Stumpenhaus (Bultaco)...Maico rider Gary Grayson earned his first win in the 500cc Novice; as they lined up for the third moto he had a first and a second and so did Allen Smith (BSA) but Grayson brought home the bacon...Dave Bastian on a G-85 Matchless won the 500 Amateur taking two motos straight with Glenn Brunson (Bultaco) winning the third.

Fastest time on the 1-1/8th mile track was set by the 500cc Expert winner Chuck Minert (BSA) with 1:09 set in the third moto after a 1:10 in the second... other times we have were a 1:13 for the 250cc Expert and a 1:14 for the Open Experts...best race of the day was the Open Experts...lining up for the third moto, Jim Goldsmith (R-E) and Terry Dorsch (Triumph) both had a first and a third, with Mike Van Acker and Mike Posey, both on Triumphs, still within shooting distance. Goldsmith got a bad start with a little wheelie off the line and then proceeded to show the fans the old Goldie is still there as he made his way up through the pack, passing two of the troops on the worst part of the course, a cobby downhill, to get on Van Acker's rear wheel. Jim passed Mike, Mike passed him back and then Goldie waited for the perfect turn and when Van Acker went a little wide there went the Royal Enfield flying by. Racing like that brings the spectators out!

Most riders seemed to like the course, but for the poor souls who showed up Sunday with Class C traction we felt sorry. The surface was packed and slick in spots and cobby in others but never sloppy (although the up-hill was a little gooey in the morning). In other words, a good scrambles track!

(Results on page 16)

Vegas Tries Moto-Cross

By Kibby Scales

LAS VEGAS, Nev. February 16 – The well laid-out course consisted of a nice, wide dry creek bed for the start, and then a not-so-dry creek bed, due to copious amounts of California dew we have been receiving, some choppy desert, more water, choppy desert, more water, and a stretch of rolling desert that produced numerous wheelies, intentional or not.

First off was the 125cc novice group, with Penton mounted D. Saavedra taking the lead, and riding like had had full intentions of winning all three motos, which he did.

Next off was the 125cc Amateur-Expert Class with Penton Pilot Tom Scales winning all three motos. Casey Folks, trying his luck riding with the 125cc group on a 73cc Sachs, lost out to the water gremlins and spent most of his time in the first moto cranking and pushing. He was forced to retire to the pits with many words (unprintable) about wet motorcycle engines. Folks must have found a pair of water wings for his Sachs as he was able to take the second position behind Scales in the last two motos.

The 250cc Novice group exploded off the line next with J. Harber (Greeves) and B. Mikulski (Husky) putting on a fine display of racing with numerous changes of position. Mikulski finished with a first followed by Harber and D. Benson (Yamaha) all the way from the big city of Nipton, California, taking the third spot.

Max Switzer Class

The 250cc Amateur-Expert Class was rather dominated by local Greeves ace Max Switzer. In the first Moto C. Folks (Husky) led the first loop with Switzer taking over in the second loop and taking first, with Folks second, and N. Williams (Bul) third. The last two motos were taken by Switzer with Folks second.

All three classes ran together in the 500cc group with Switzer again taking a rather decisive win in all three motos.

Rumor here is that we are going to keep our regular Novice, Amateur, and Expert classes, and start a MAX SWITZER CLASS, so if anyone wants to race Switzer, they can race in his special class. The only time local riders can beat Switzer and his Greeves is when he has mechanical troubles, and that is not very often – at least not often enough, according to local riders.

(Results on page 16)

Adelanto TT Action

By Erma Redding

Beautiful track and weather! Nine classes with every race five laps (days are getting longer) and each run as a moto to guarantee every rider three races.

The new wider track saw seventeen 100cc Novices clear the start. Kaw. rider Doug Mason took the win, while pressuring Dean Preston on Bul was Jeff Sexton, who took second on a Honda.

100cc Amateur win was to Ron Powell (Kaw). In a tight corner Kirk Redding spilled in front of Ron who completely stopped against the downed Bridgestone. The other riders passed by, Ron overtook all, showing what racing is all about!

There was competition galore as a pack of five riders crossed the finish together in the 250cc Novice class. Doug Mason (Yam) and Larry Hardison (Bul) both totaled first place. Gary Bochkay (Yam) was second, then Gary Shafer.

Mick Rendich on a Bul won the 250cc Amateur with second by Fran Assad (H-D). And, if you can believe this, Loyal Penn on a Bul came in third.

Harley-Davidson Expert Bill Bartell won the whiteplate 250. Second was Bob Hardison and third Eric Olesen.

Every 500cc signed in as expert. Ray Shafter (Tri.) took the win with Alan Reed second on Maico.

In the Open, Spring Valley Norton rider Jim Harmon won. Tri-mounted Bud Carter was second, with Guy Smith third on a Triumph.

Riders then removed their boots and Bill (Willie) Hardin took first place in the foot races. Now that was funny.

(Results on page 16)

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DESERT SET UP SCRAMBLES

Out Of Gas At The Sandblasters 100-Mile Hare' N Hound

Story and Photo by Dick Wright

INYOKERN, CALIFORNIA, Mar. 9– Hard charging Mike Patrick, #48x mounted on a 250 Yamaha which he tunes himself, emerged the overall winner of the rough 100-mile race after a bar-to-bar duel with the smooth-riding Gary Conrad, #163 on a 360 Husky tuned by Tracy's of Burbank.

It was a long drive for participants from the Los Angeles area, so a large group was camped out, relaxing Saturday night under the desert stars. The race was set up as two fifty-mile loops in a wild figure eight. All classes were to start at 10 a.m. with the big bikes heading out on the north loop and the trail bikes racing on the south loop only.

The last rain had really chopped up the course, making rocky ruts in the twisty downhill trails and burying otherwise-visible boulders in the narrow sand-washes. There was a resounding roar at the drop of the banner which could be heard for ten minutes as both the big bikes and the trail bikes (430 total) left the starting area.

The course was almost dust-free so that the riders were really getting with it. First to the smoke bomb was Bill Friant, #30x on a Husky, followed by Larry Bergquist, #1x on a Bultaco, and Gary Conrad. Patrick was behind at this point, but was able to work his way up as the race progressed. Dave Lewis, #48 had worked up to fourth spot on his 360 Greeves and looked promising, but, unfortunately, he ran out of gas five miles from the pits, as did some of the other riders with the small tanks.

Patrick had the lead by the time they circled through the pits, followed closely by Conrad. They both got gas quickly from their respective clubs, and went out fifty feet apart with Bergquist chasing them. It was also going to be a good go for the Open Class gold between Mike Burke #26 on a Triumph tuned by Burke's Motorcycle Specialties, and Jack Byers, #4 on a Rickman Triumph, Burke having a twenty-second advantage out of the pits.

The second loop was longer and much tighter, with a lot of first-gear sand-washes. Patrick was still in the lead at Check One, and had put some great distance between himself and Conrad when he arrived at Check Two.

Gas Hijacker

As the race neared the last check, with only about ten miles left to go, the poor guys with the small gas tanks who had not arranged an auxiliary pit stop were beginning to run out of gas. They were strung out along the trail, about 100 of them.

One enterprising racer, #139 Keefer Flanner, we are told, stopped two different trail bike riders and hijacked their gas by turning their bikes upside down and pouring it directly into his thirsty Husky's tank. He finished, thumbing his nose at those who were stopped, out of gas.

Traffic gets a little bit thick at a desert ditch crossing as part of 156 trail bikes crowd across.

Patrick had the lead as they approached the finish line, taking First Overall on his 250 Yamaha. He had gotten a fast gas stop out in the boondocks, keeping him in front of Conrad, who had a large tank on his Husky and took second spot. Bergquist was third, and Bruce Dunford, #3x, was fourth.

James Martino, #11 on a 500 Husky, took fifth position, and Jack Byers won the Open Class on his Rickman, finishing seventh overall. Young Chuck Curnett, #238, was the first amateur in on a 360 Husky. Dwayne Lundberg, #999mx, was first 250 Amateur on a Bultaco, followed closely by Tom Schmid, #71x, also a 250 Amateur on a Bultaco, Bob Campbell #77 took first Open Amateur on a Triumph.

Young Dave Messer, #599x, had one of his best rides to date, taking the 250 Novice spot on a Bultaco. Mike Payne, #277, finished twenty-third overall on a Triumph, taking First Open Novice.

Trail Bikes – Close Finish

The 156 trail bike riders let out all stops to the smokebomb, with fifteen-year-old Terry Clark, #6 on a hot Hodaka tuned by his dad, taking a thirty-foot lead over Jack Morgan #1, also on a Hodaka. Bob McLaughlin, #24, was third to the bomb on a Sachs, and Mark Rader, #28 on a Crowell "intensified" Hodaka was running fourth.

Clark held the lead up to the third check, where he hit a bush, and loaded his engine up trying to keep his bike under control. Morgan took over the lead position, but the battle was by no means over. He soon did an endo in the tight stuff, but got up quickly, never letting that Number One spot out of his grasp.

Coming into the pits after only one hour and forty-seven minutes, Morgan and Clark were wheel-to-wheel, with Morgan taking the final win only ten feet in front of Clark. (Patrick, incidentally, had made this loop on a "big bike" in one hour and forty-five minutes; either the trail bikes were running fast, the course was very tight, or both.)

Third man in was Mark Rader, taking First Amateur gold, followed by Dean Goldsmith, #24 on a Harley-Davidson. Robert Duncan, #48 on a Penton took second Amateur and ninth overall. Milton Krause, #224, finished twelfth overall on a Sachs, taking First Novice.

There was a lot of bench racing after the race regarding running out of gas. There were a lot of disappointed riders that could not finish on just one tank. To quote Mike Burke, "Things are changing from the old days of the big tanks to the lightweight bikes with the small moto-cross tanks. I felt really sorry for all those guys sitting out there."

If possible, clubs should announce the distance of the loops in their ads so that proper pit stops can be arranged, and notify everyone where the outlying pit stops should be.

We would like to hear readers' opinions on the desert long loops and the pitting problems. Feel free to write to Cycle News with your comments.

(Results on page 16)

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Unidentified Carlsbad moto-crosser makes like an eagle for the camera of John Shedd.

Brush Barons Bash

Story and Photos by John Shedd

CARLSBAD, CALIF. March 9 – The Brush Barons M.C. had a whopping big turnout for their first 1969 race. Two hundred plus riders arrived with the welcome California sunshine to pit their moto-cross skills on the Carlsbad course. It was an AMA point event for the San Diego area, but the Carlsbad regulars dominated.

Expert and amateur classes ran first, with the novices getting their chance after lunch. Since the AMA class breakdown produces more classes, the number of laps per moto was five for the experts and three to the novices.

The Brush Barons did a beautiful job of starting each moto immediately after the previous one was finished. Had they been less efficient, they would have been unable to beat the creeping darkness.

The open expert class had first crack at the course. Jim Wilson and his Greeves flashed to the lead in the first moto and a spill behind helped him widen the gap which no one was able to close. Maico mounted Tom Rapp, and Husky mounted Lars Larson were Wilson's closest competition, but Wilson still came up with three wins.

As the 250cc experts blasted off, Wilson again shot out to the front, with Greeves mounted Gary Bailey, and Bultaco mounted Chris Hollenbeck in hot pursuit. Jim won the first moto, but Bailey had plans for the last two. He won them both and the class as well. Wilson wound up second and Hollenbeck third.

Owing to a small amount of entries in the 250 amateur and 125cc expert classes, they were run together. Bill Pettigrew, Greeves mounted, bested the competition in the amateur class, and Lars Larson (Penton) came from behind three times to overtake Bultaco rider Tom Rapp for the 125cc expert class.

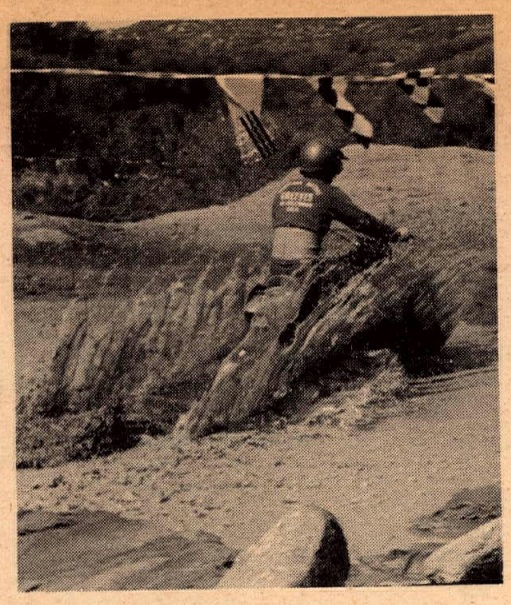
The 250 and 100cc Novice classes were so big that each was divided into flights.

Thirteen-year-old Bill Cuane won the first 250cc event on a Husky, and J.T. Parker (Maico) got a second for his efforts.

Mark Blackwell, on a Yamaha, won all three legs in the second 250cc event with Greeves mounted Jim Cooke, taking second. It was Jim's first ride out of the 125cc class – Not bad, huh?

With darkness drawing close, 33 of the day's best riders received trophies for their efforts before heading home.

(Results on page 16)



Above: Gary Bailey makes like a swamp buggy in one of the Carlsbad water crossings, left by unseasonable rains. How else are you gonna get across? Bailey won the 250 expert class, had trouble in both open and 100cc races. Below: Dale Eckhardt makes like a bunny on his Yamaha hill hopper.

Left: Sachs campaigner shows his national colors. Above: Tom Rapp flew to 3rd open expert on his Maico.

The Drag Race Scene

By Dan Zeman

Bob Nelson (operator of Temple City ((Calif.)) Kawasaki) received one of the new 3-cylinder Kawasakis last week and decided to bring it out to Lions Drag Strip to see what it would turn. The machine didn't have many miles on it but that didn't seem to bother it any. By the end of the day Bob took the 'C' Street trophy, turning a best E.T. of 13.13 and 98.54 mph. After I heard this, I decided I would like to take a ride on this new model and Bob offered me my chance. I'm not real easy on any machine and have my own special way of demonstrating a new machine. After I got out of Bob's sight, I started my playing around. This didn't last long, however. This machine puts out 60 horsepower and it told me in its own way that it wasn't a toy. By the time I got back to Bob I was very impressed and had a lot of respect for his bike.

In the modified division, Ron Sommers was the man to beat for the top modified gold. Ron had the best E.T. in all modified, classed with his 'C' modified Suzuki. Ron had a 12.58 second E.T. and Jack Linn in E modified on a 250 had a best of 12.60. So this was to be a close race. Ron got over-anxious and red lighted, leaving the $10.00 and a trophy to Jack.

Mike Cash had the fastest machine in the Gas division. He took the top Gas money with his Suzuki 500. Mike's engine is mounted in a 250 frame with the front end extended for better handling. It seemed like a very good day for two strokes. Bob Braverman took top bike with his twin engine Kawasaki. Bob likes to run his gasser against the fuelers for the good competition. Two strokes took all divisions this week with the exception of top street. Steve Kewish captured that honor on his Harley-Davidson. It would be real interesting to have a two stroke vs four stroke meet some Sunday.

I was asked several times this week about the all-bike meet. So far, I haven't set a date. I hope to have one by the time the next issue of Cycle News comes out. This meet will more than likely be some time in July. The 4th has been considered but nothing is certain yet.

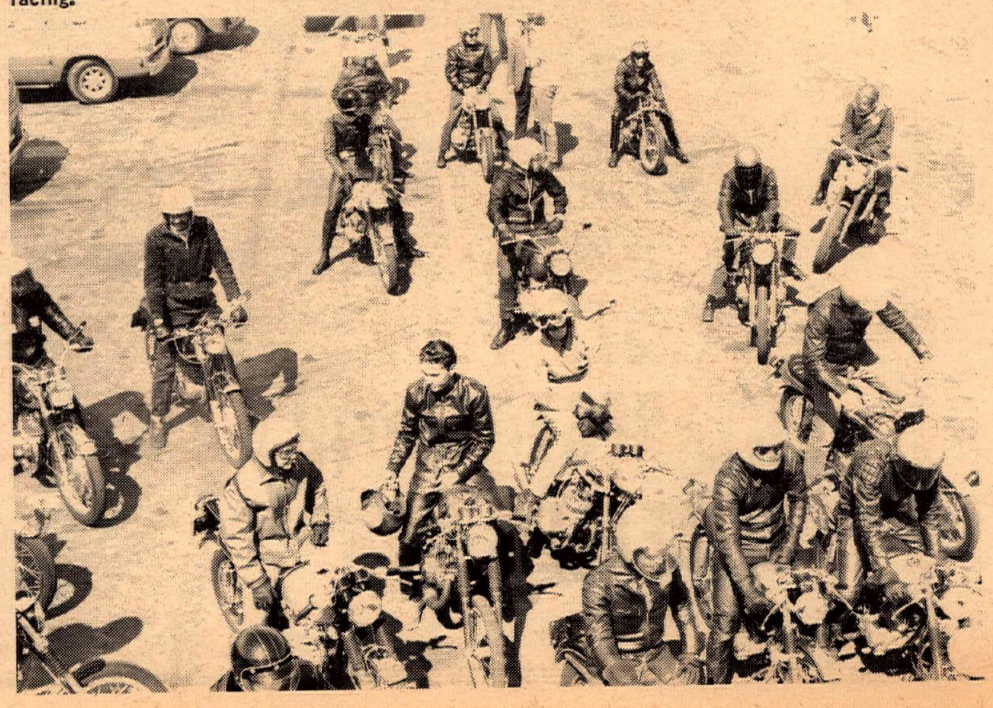
Arkansas Bike Drag Meet

For those of you who like to travel, there is an all motorcycle Drag Meet set for May 18th at the Stuttgart Air Base near Little Rock, Arkansas. This is supposed to be one of the biggest meets ever set up for the motorcycles.

There will be $500.00 for top fuel and $250.00 for runner-up. $300.00 for top gas with $150.00 runner-up. For more information write Glenn Kerr 5221 Lee Ave. Little Rock, Ark. 72205. There is also real good money for the other classes. If you wish to call Glenn, his number is; (area code 501) MO 6-5904.

(Results on page 16)

Below, left: Bob Nelson tries out the new Kawasaki 3-cylinder – taking home a trophy as a result. Below: lineup of bike riders at Lions Drag Strip reflects the increased interest in ¼-mile racing.

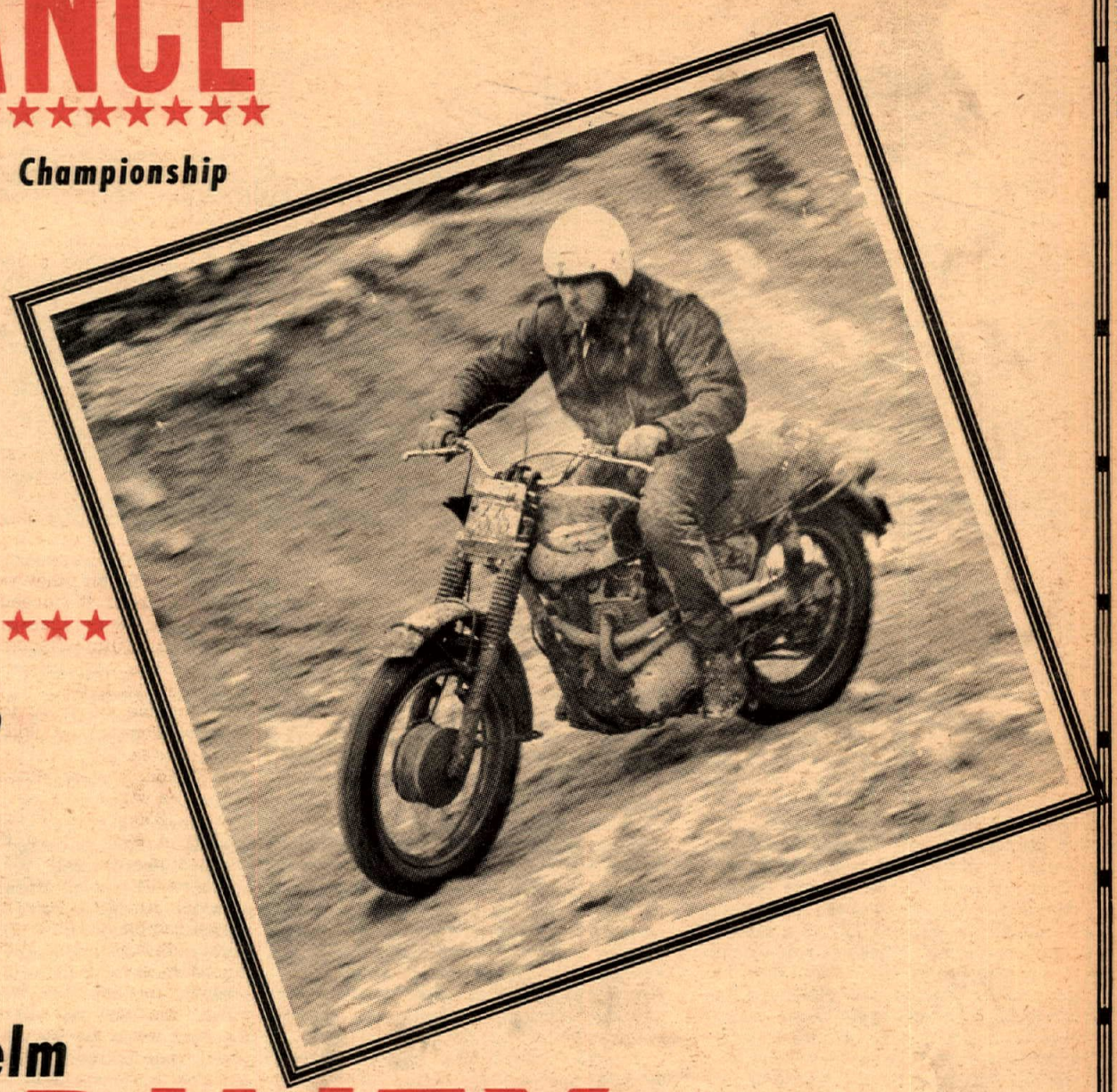


ENDURANCE

★★★★★★★★★★★★★★★★★★★★★★

AMA National Endurance Championship
Decatur, Ga. 3/9/69
501 - Open Class

WINNER
Paul Smith



SPEED

★★★★★★★★★★★★★★★★★★

Lions Drag Races
Long Beach, Cal. 3/2/69
B Modified Class

WINNER
Grant Hannah

B Gas Class

WINNER
Weisman & Kelm

RELIABILITY

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

AMA Road Races
Austin, Texas 3/2/69
Open G.P. Class

WINNER
Rusty Bradley

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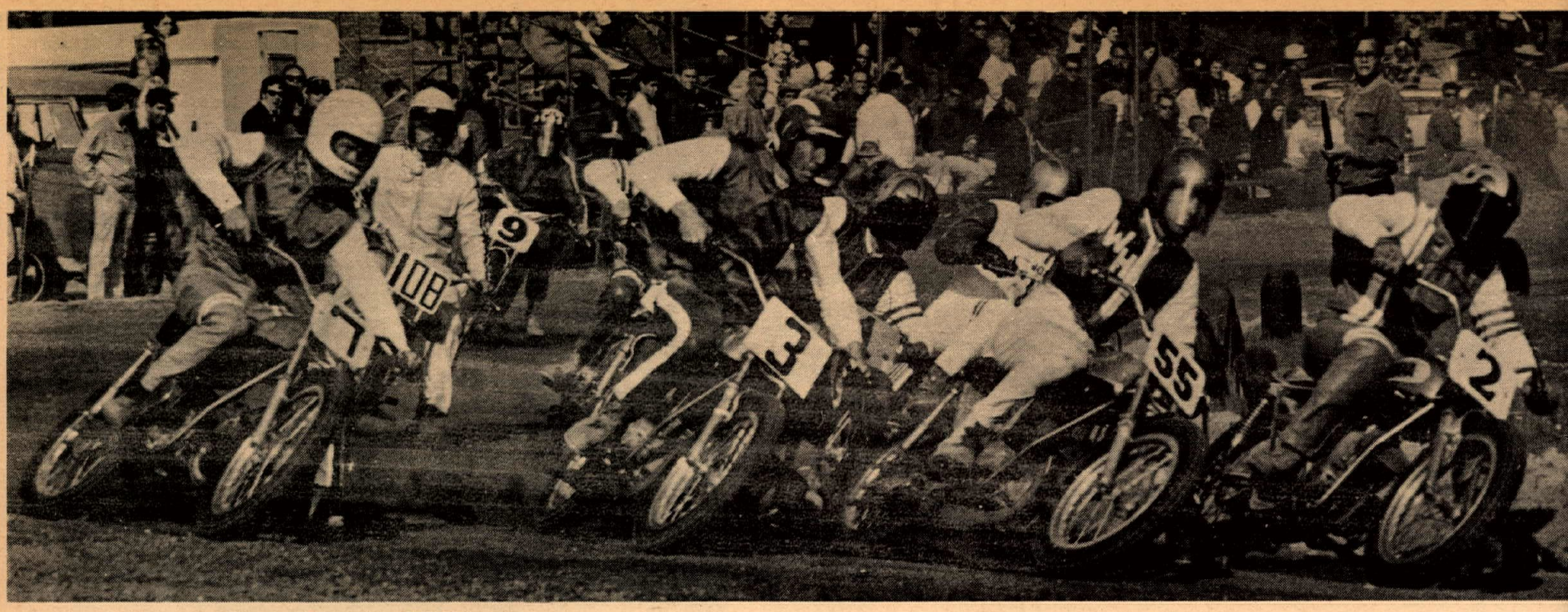


100cc experts crowd into first turn with Ray (7) Vanderpool, Carl (3) Byers (the eventual winner), Mickey (2) Chiara and Wayne (55) Hosaka, the eventual second place finisher. Partly hidden by Hosaka's elbow is 3rd place John Brown.

Story and Photo by Bill Harmer

TT FEUDS RENEWED

DEHESA, CALIF. March 9 – The largest crowd of riders and spectators since the European moto-cross experts put on their show in December, 1967 showed up for the Hi Boots M.C. second TT scrambles program of the 1969 season here today. There were 114 entrants in the various classes and the grandstand was overflowing.

Although the slate was wiped clean for the start of the new season, there were several feuds obviously held over. Myron Carter, deposed open expert champ, promised to get back at the new champ Al Finan who is now riding a factory Kawasaki 650 out of Beach Cycle Center of Imperial Beach. Earl Roloff does his tuning magic on the new machine. Don Matthews, injured early last season while leading in points, indicated that he would be riding Mike Garrett's hot BSA with the idea of taking up where he left off.

Al Finan won the first heat ahead of Norton mounted Rich Ribley and BSA pilot John Apple. The second heat saw Triumph mounted Myron Carter win, closely challenged by Don Matthews and Norton mounted Jim Harmon. Thus the stage was set for one of the most closely contested Open Expert main events ever seen at the Dehesa course.

Matthews took the lead early but was only inches ahead of Carter and Harmon. Al Finan, pushing his new mount at a screaming pace, squeezed by Harmon on the second lap but was not able to overtake the two leaders. After receiving the checkered flag, Jim Harmon overshot the sweeper, laying his bike down and narrowly missing your reporter who was foolishly standing on the apron taking pictures.

The 250 Expert main was dominated by the spectacular riding of Wayne Hosaka who had Larry Collie giving him a hub to hub battle until he overextended and dropped his scooter. Following Hosaka's Kawasaki across the finish were Yamaha pilot Grant Brown, Kawasaki mounted Wayne Clarke and Yamaha rider Kevin Stafford.

The 200cc Novice event was one of the few motos and gave us a better chance to observe the riding skill of the contestants. Bultaco mounted Ed Murie rode exceptionally well to take top point honors. Richard Hosaka looked very smooth taking second place on his Yamaha. Bultaco pilot John Swinkor and Kawasaki mounted Jim Casey put on a good show for third honors with Swinkor having a slight edge. Worth special mention was Bob Darnell. Riding only his second race in this class, Bob looked very impressive finishing fifth.

The largest entry field was in the 100cc Expert class which had three heats and a main event. Carl Byers rode masterfully to post a close win over crowd-pleasing Wayne Hosaka. Both boys were riding Hodakas. A third place battle between Yamaha ace, Ray Vanderpool and Hodaka mounted John Brown was won by Brown.

After the final event of the regular program, the Lemon Grove Yamaha dealer sponsored a sweepstakes race for all the winners of the various classes and two four-lap races were held over the new 1/5 mile oval flat track course that the Hi Boots M.C. recently added to their racing plant.

The TT course has been greatly improved over last year. It has been scraped and rolled and they have added 110 yards to the switchback after the jump, which allows the riders more time to recover if they need it.

(Results on page 16)

TEXAS SEASON OPENS WITH A SPLASH

Story and Photos by John Blanton

AUSTIN, Texas, 2 March 1969 – The Southwest Motorcycle Racing Association opened its 1969 road racing season today, and with riders from all over the state and from Mexico attending, it was a cold and wet baptism.

Practice began with a light drizzle falling. When it became apparent that the sun had taken a holiday, riders began to unwrap their mounts and slog around the course. Although some of the racers appeared determined to find the limits of adhesion the hard way (and succeeding spectacularly), there were no injuries. The program got under way with the 250cc Production race – eight laps on the 1.5-mile, eight-turn, right-hand circuit.

Suzuki finished 1-2-3 in the 250cc Production event, with Mike Odem, Tommy Byars, and Lynn Kile aboard. David Broyles was fourth on a Bultaco.

Austin dirt track star Jack O'Leary slipped and slid his way to victory on a 350cc Yamaha in the 350cc Production race, followed by Bentley Hardwicke (305cc Suzuki), Jet Tharpe (350cc Yamaha), and Jerry Klopperstein (350cc Yamaha). This was Bennie's first time out since the tragic shooting incident that put him out at mid-season last year, and it was good to see him back.

Mexico Factory Team

Tommy Byars was back in the Open Production bash, taking first place on another Suzuki (500cc this time). Second was James Butner on a similar bike.

Moto Carabela from Mexico had come to the event with a team of riders and a stable of factory machinery. In the 100cc heat for GP machines, they made their first bid. The team rider (who must remain un-named due to an error in registration) continually pressed Jim Lutz (Bultaco) for the lead as the five 100cc entries orbited the course in a tight little group.

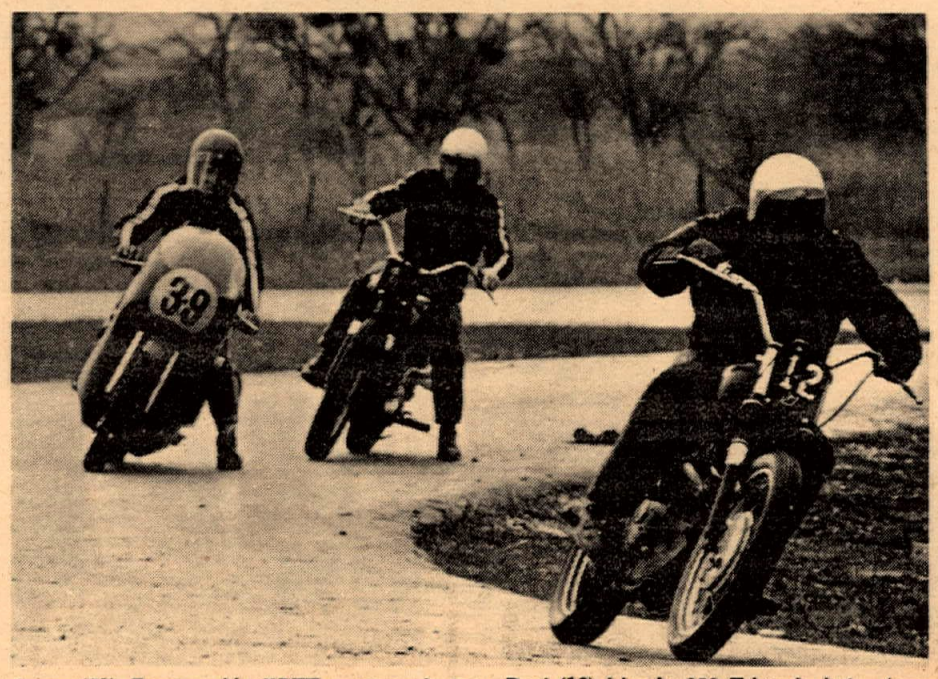
On the eighth and final lap, the Carabela out-braked the Bultaco into the fast number two left-hander. Then it was all over as the Mexican rider over-extended himself in the turn and came to a stop face down on the wet pavement. Steaming off into the mist to the finish were Lutz, Edward Green (Suzuki), Jody Wells (Suzuki), and Hank Payne (Yamaha).

As the rain stopped, the 200cc GP heat began, and Charles Rambo won on an unfaired 175cc Bultaco, followed by George Johnson (180cc Yamaha), Richard Bates (175cc Bridgestone), and Carlo Vecci (Carabela).

Steve Thompson, former AFM campaigner and now in the Air Force in Lubbock, Texas, was the winner in the 250cc GP heat with second going to Felipe Terriquez of Monterrey, Mexico on the Mike Cone Yamaha, graciously loaned him by owner Harry Cone. Jimmy

(Continued on next page)

Wailing in the rain, Texans Jim (11) Lutz, Hank (6) Payne, Edward (26) Green and Jody (75) Wells war with Mexico Carabela team rider number 37 in a 100cc heat.



Leroy (39) Ferry on his KRTT prepares to pass Paul (12) Liner's 650 Triumph, but... (see photo next page).

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POLKADOTS DO NO WRONG

Story and Photos by Dale McKinnon

SACRAMENTO, CAL., March 9 – It seems The Polka Dots can do no wrong when it comes to throwing an event. Each one seems to get bigger and better. It's unusual for a race around the Sacramento area to draw much over a hundred riders but they drew more than 260 along with five or six hundred spectators. A funny thing, by the time the heavyweight mains came around you couldn't count a hundred spectators. Goes to show the heavys aren't the main attraction always.

One of the hottest contested events was the 250 Expert Main. Don Stover took a quick lead with Ray Huff and Gene Conant in hot pursuit, Ray nabbed him the second lap. Then a battle royal raged between Gene and Don and the issue was in doubt right up to the end. Gene took the heat but could do not better than third in the Main.

Jim Denny sure showed the 250 Amateurs how it is done. He took a runaway win in the heat, and to prove it was no fluke he repeated the same feat in the Main. Randy Lackey and James Czadek put on a good show battling for the second spot.

They gave seven trophies away in the 250 Novice Main. I thought the heats and semis would never end, and Bob Bowers proved to be the King of the 250's.

The 375 Expert Main got off to a wild start and sent everyone near the track scurrying in all directions. Clif Aksland had the lead for awhile but had to give way to Jim Saitone of Petaluma.

Bob Roche took an early lead in the 500 Am/Ex. Main but it was short-lived as Ray Huff was in there with another win on his mind. He took two trophies home – not bad for the "old man" (not in years, but in experience as he had been a top contender a long time).

(Results on page 16)

Triumph and Honda sidehacks cut and thrust. Sorry, no sidehack results available.

Close action over the jump. Aren't you glad you use Ban?

Honda rider stops to check his bike as Mike (41) McGown and George (18) Schaffer look for a way around.

SPEEDWAY RRROARS THIS SUN.

Whiteman Stadium, in Pacoima, California, is the scene for the kickoff – this Sunday afternoon, the 23rd – of the roaring 1969 United States speedway season. Expected to put in their appearances to contest the whole issue, among others, will be the 1968 Whiteman High Point rider, AMA National 24, Jack O'Brien; United States Speedway Champ, Rick Woods; California State Champion, Sonny Nutter; Four Time World International title holder, Barry Briggs; the "Flying Dutchman," Skip Van Leeuwen; and the racer who has won more than 400 dirt track events, the "Flying Flea," Sammy Tanner.

Dude Criswell – himself a former Speedway rider – is the man who midwifed the rebirth last year of those spectacular twenty-foot rooster tails.

What should the fans be looking for, this year? Criswell was asked.

"Lots of improved style," he answered. "Most of these guys have been working on their bikes, and styles, all winter ...I've seen some very fast practice sessions out here at Whiteman in the last few weeks."

Should Barry Briggs have something to be concerned about this year?

Dewayne Keeter as he looked in Australia.

"Well, let me put it this way," Dude smiled, "it's going to be a whole lot tougher..."

DeWayne Keeter was racing all winter on the speedways in Australia. He should be swift-to-astounding. How many riders do you expect for this season?

"Hey...that's something" Criswell replied. "Last year – the first season – it seems that everyone was either trying to buy a bike, or plead with one of the tuners for a ride. But this year, there is such a tremendous group of the younger racers who would like to try their hand at this stuff, that I've already lined up two additional tracks in the immediate area. I mean, the fans – as well as the riders – pay their fees; let's give them the fastest, best competition that they've ever seen!"

TEXAS cont. from page 14

Below: Ferry's pass comes to grief on a rainslick turn. Above: Rusty Bradley's 500 Tri. leads Felipe Torriquez' 650 BSA.

Anderson and David Young were third and fourth on Kawasakis.

New in Texas racing this year is Rusty Bradley's 500cc, Jack Wilson Triumph, being tested for Rusty to ride at Daytona. On the first lap of the Open class heat, Rusty was being pressed hard by Felipe Terriquez (650cc BSA), but Rusty soon shook his tail and had the track to himself as was his custom last year on the Wilson 650 Triumph.

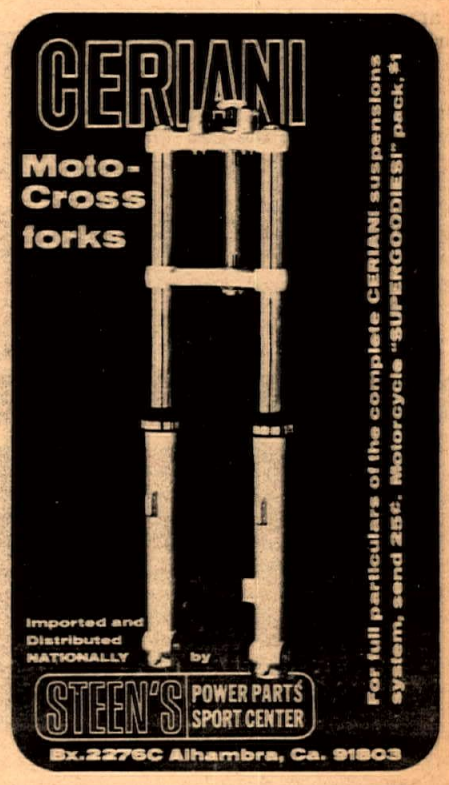
Seeking to better his standing, Leroy Ferry made a bid to pass Paul Liner (650cc Triumph) on the approach to the eighth turn and his streamlined KRTT came to rest at the feet of some astounded spectators there who helped him right it again.

On a drying track, the 200cc Final was uneventful with George Johnson, Charles Rambo, Jim Lutz (Bultaco), and David Watkins (Bultaco) the leaders.

The Open Final was drier still, for with Daytona in their eyes, some of the better riders preferred to sit and watch Jimmy Anderson (250cc Kawasaki) take the lead away from Renfro's Triumph.

Many of the Mexican riders were people I had met last year at the six-hour road race (GP 175's) in Torreon, Coahuila and Gomez Palacios, Durango. One of them, Ignacio Morfin, informed me that this year the Mexico race will be the twentieth of April. Interested parties can contact me at Box 6306, Austin, Texas 78702 or write to the Moto club Laguna, Gonzalez Oretega 182 Nte., Torreon, Coah., Mexico. Do not miss it!

(Results on page 16)



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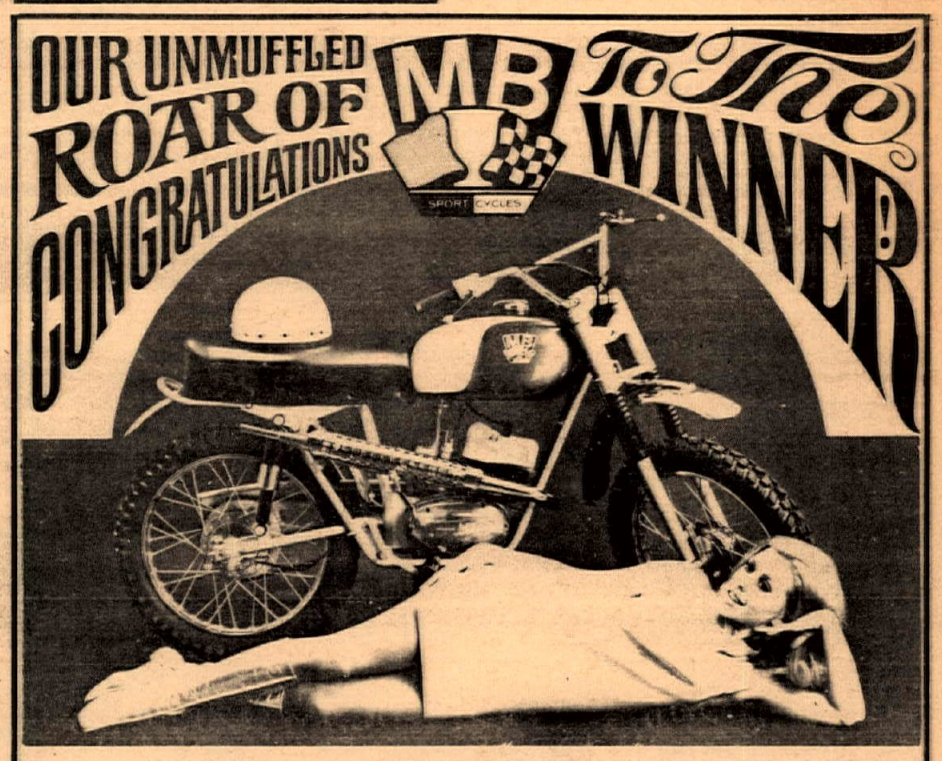
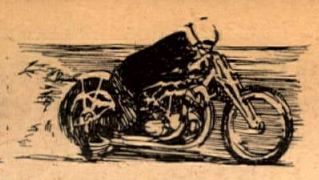


Taft California
Rough Scrambles Race (A.M.A.)
February 23, 1969
125cc Novice
1st place MB XC100
Eldon Carroll
MB SPORTCYCLES • 311 E. ALEXANDER AVE., TACOMA, WASHINGTON 98421

RESULTS



DEHESA HI BOOTS
March 9, 1969

By Bill Harmer

POWER PUFF MOTO
Shirley Newsom Hod
Lori Fuller Hod
Carol Chiara Hod

100cc NOVICE MAIN
Scott Duncan Hod
Sal Peluso Yam
Ron Leidig Hod

100cc EXPERT MAIN
Carl Byers Hod
Wayne Hosaka Hod
John Brown Hod

200cc NOVICE MOTO
Ed Murie Bul
Richard Hosaka Yam
John Swinkor Bul

250cc NOVICE MAIN
Randy Cushman Bul
John Herrett Yam
John Sweeney Bul

250cc EXPERT MAIN
Wayne Hosaka Kaw
Grant Brown Yam
Wayne Clarke Kaw

OPEN NOVICE MOTO
Jerry Frazier Tri
Bob Larson Tri
Steve Sharp BSA

OPEN EXPERT MAIN
Don Matthews BSA
Myron Carter Tri
Al Finan Kaw

ELSINORE
March 8, 1969

100cc NOVICE 1st MAIN
Dean Mason
J. Brown
S. Mudd

100cc NOV. 2nd MAIN
L. Harmon
B. Leroux
D. Remp

200cc NOVICE
S. Sivadge

250cc NOVICE
C. Soderstrom
B. Huntsman
R. Hardison

500cc-OPEN NOV.
C. Soderstrom
G. Nord

100cc EXPERT
Troy McKee
J. Brown
K. Tennis

250 EXPERT
John Sprague
Ted Longwirth
Loyal Penn

500cc-OPEN EX.
Tom LaFortune
T. Simpson
John Sprague

SWEEPSTAKES
John Sprague

HARE & HOUND
Sand Blasters M.C.
March 9, 1969

By Dick Wright

Mike Patrick	250 Ex	Yam
Gary Conrad	500 Ex	H-D
Larry Bergquist	250 Ex	Bul
Bruce Dunford	250 Ex	Hus
James Martino	500 Ex	Hus
Gary Cole	250 Ex	Mai
Jack Byers	Op Ex	Ric
Tom Muto	250 Ex	Hus
Toni Maxwell	Op Ex	Nor
Ron Bishop	250 Ex	Yam
Gary Preston	250 Ex	Bul
Chuck Cumett	500 Am	Hus
Terry Trachy	250 Ex	Hus
Duwayne Lundberg	250 Am	Bul
Toni Schmid	250 Am	Bul
Al Rogers	Op Ex	Tri
Bob Campbell	Op Am	Hus
Dave Muller	250 Ex	Hus
Eric Jensen	125 Am	Sac
Dave Messer	250 Nov	Bul
Bill Walters	250 Am	Hus
Larry Green	250 Nov	Yam
Jim Carning	250 Ex	Hus
Jack Payne	Op Nov	Tri
Bill Friant	250 Ex	Hus
James Jacklett	250 Am	Yam

TRAIL BIKES

Jack Morgan	Ex	Hod
Terry Clark	Ex	Hod
Mark Rader	Am	Hod
Dean Goldsmith	Ex	H-D
Bob McLaughlin	Ex	Sac
Bill Messer	Ex	Sac
Jim Sumners	Ex	Hod
Eddie Crowell	Ex	Hod
Robert Duncan	Am	Pen
John Coots	Ex	Pen
Jack Froelich	Ex	Bul
Milton Krause	Nov	Sac
Fred MacDougall	Ex	Hod
John Nixon	Am	Hod
Allen Pippel	Am	Hod

ADELANTO TT
Adelanto, Calif.
March 2, 1969

100cc NOVICE
Doug Mason Kaw
Jeff Sexton Hon
Dean Preston Bul
Bob Sanders Yam

100cc AMATEUR
Ron Powell Kaw
Kirk Redding Bri
Karl Wilson Hod

100cc EXPERT
Rich Sweany Kaw
Earl Roloff Yam
Dale Hopkins Suz

250cc NOV. #1
Doug Mason Yam
Garry Bochkay Yam

250cc NOV. #2
Larry Hardison Bul
Gary Shafer Bul

250cc AMATEUR
Michael Rendich Bul
Fran Assad H-D
Loyal Penn Bul

250cc EXPERT
Bill Bartell H-D
Bob Hardison Yam
Eric Olesen Yam

500cc
Ray Shafer Tri
Allan Reed Mai
Gary Shafer Bul

OPEN
Jim Harmon Nor
Bud Carter Tri
Guy Smith Tri

LIONS DRAG STRIP
Wilmington, Calif.
March 9, 1969

By Dan Zeman

TOP BIKE		
Bob Braverman	10.98–119.68	Kaw
RUNNER UP		
Bruce Miller	10.89–135.74	H-D
TOP GAS		
Mike Cash	12.06–112.00	Suz
TOP MODIFIED		
Jack Linn-Suz. City	12.60–105.50	Suz
TOP STREET		
Steve Kewish	12.64–103.90	H-D
STREET		
AA – Steve Kewish	12.64–103.90	H-D
A – Charles Etenbrun	13.04–100.33	H-D
B – Goodreau	14.65– 88.46	BMW
C – Bob Nelson	13.13– 98.54	Kaw
D – Carl White	16.51– 82.84	Bri
E – Ed Coonfield	16.42– 73.00	Suz
F – Bob Nelson	17.64– 66.04	Kaw
MODIFIED		
C – Ron Sommers	12.58–104.04	Suz
E – Jack Linn–Suz. City	12.60–105.50	Suz
F – Donna Malcomson	16.08– 88.10	Bri
GAS		
A – Troy Peques	– –	H-D
C – Mike Cash	12.06–112.00	Suz
F – Zeman Spivack	16.32– 74.76	Suz

DESERT HARE SCRAMBLES
Lions M.C.
San Diego, Cal.
March 9, 1969

By T. Otey

100cc EXPERT
F. Fisher Hod
T. Brown Hod
H. Henderson Hod

100cc NOVICE
M. Hill Hon
B. Niles Hod
J. McBride –

250cc EXPERT
L. Slaughter Gre
N. Armstrong Hus
S. Peterson Hus

250cc NOVICE
D. Spevey Gre
L. Williams Yam
R. Thomson Yam

OPEN EXPERT
D. McCarley Mon
D. Hussong Hus
L. Baker Hus

OPEN NOVICE
J. Moye Hus
R. Reed Hus
D. Malitor Hus

MARYS MEN SWEETHEART RUN
February 9, 1969

By Billie K. Sager

CLUBS REPRESENTED:
Rainbows of Long Beach
Norwalk Centaurs
Hi-Way Kings of Long Beach
The Mad Ones from L.A.
Lancasters Gypsy Wheels
Golden Eagles of L.A.
Flying 30's from Stanton
Motor Maids in Fallbrook
Tri-City, Oceanside
The Poway M.C
Marys Men, S.D.
Road Cruisers, S.D.
Singing Wheels, S.D.
The Travelers, Vista
Terrapins, S.D.
Aztecs, S.D.
Road Runners, S.D.

FIELD EVENTS: Poker Hand Winners:

Riders	Passengers
1. R. Bragen	1. Carolyn Folkes
2. R. L. Daughtery	2. Cathy Trago
3. Pete Caudill	3. J. Garcia
4. S. Skarbec	4. R. Walker
5. J. Martin	5. B. Lee

LARGEST CLUB: 1. Road Cruisers
2. Tri-City

BEST DRESSED CLUB: Singing Wheels
Road Cruisers

LONGEST DISTANCE CLUB:
Tri-City
LONGEST DISTANCE OUTRIDER
F. Davidson, Lancaster Gypsy Wheels
340 miles
BEST DRESSED COUPLE
Leon & Gloria Cooper
OLDEST AMA MEMBER:
Harry Teachout
MALE PERSONALITY CONTEST:
1. Don Hurst
2. Jack Anderson

FIELD EVENTS:

Rider	Passenger
1. John Skinner	1. Carolyn Folkes
2. Al Steiner	2. Nellie Rosendale

STONE MOUNTAIN NAT'L. CHAMP. 75-MI. ENDURO

By John Wyckoff

HI POINT
A–John Buffaloe 339 Bul

0-100cc
Overall–Rick Spangler 443 Pen
A–Bud Green 513 Pen
B–1 Al Born 190 Pen
2 Bill Corbitt 324 Bul
3 Buddy Roos 224 Bul
4 David Loveless 341 Hon

101-200cc
Overall–Steve LindseyB 221 Pen
A–1 Burell Canter Yam
A–2 Doug Wilford 178 Pen
A–3 Ray Terwilliger 270 Pen
B–1 Paul Lockaby 413 Tri
B–2 Harry Filbert 503 Pen
B–3 Bill Liles 405 Sea
B–4 Dennis Hughes 466 Pen

201-250cc
Class Champ: Bob Puckett 212 Bul
A–1 Fred Ford 139 Hus
A–2 Buck Woldsworth 395 Yam
A–3 Charles Todd 312 Bul
B–1 Dave Knutson 394 Yam
B–2 John Koerner 146 Bul
B–3 James Graham 164 Gre
B–4 Bill Pace 128 Bul

251-500cc
Class: John Penton 211 Hus
A–1 Norman Ford 411 Tri
A–2 Larry Sells 533 Hus
A–3 Bill Baird 142 Tri
A–4 Bill Osterkamp 195 Bul
B–1 Gene Ritche 194 Hus
B–2 Arnold Austin 176 Gre
B–3 James Fogle 517 Hus

501cc-UP
Champ: Paul Smith 1100 Tri
A–1 Carl Green 555 Tri
B–1 James Bransford 316 Tri
B–2 Charles Nemeth 498 Tri

SENIOR RIDERS
1. Bernard Flack 162 H-D
2. Ralph Griffin 327 Yam
3. Goidon Leeman 291 Bul

TEAM TROPHY
1. Puckett 36 Pts.
Warren Taylor
C. Todd
2. Buck Walsworth
Carl Paterson
Wm. Osterkamp
3. Wm. R. Maxie
Wm. C. Baird
John Young

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ROAD RACE
Austin, Texas
March 2, 1969

By John Blanton

250 PROD.
Mike Odem Suz
Tommy Byars Suz
Lynn Kile Suz
David Broyles Bul

350 PROD.
Jack O'Leary Yam
Bentley Hardwicke Suz
Jet Tharpe Yam
Jerry Klopperstein Yam

OPEN PROD.
Tommy Byars 500 Suz
James Butner 500 Suz
Jerry Holder 650 BSA
Mike Haines 750 Nor

100 GP
Jim Lutz Bul
Edward Green Suz
Jody Wells Suz
Hank Payne Yam

200 GP
Charles Rambo 175 Bul
George Johnson 180 Yam
Richard Bates 175 Bri
Carlo Vecci 175 Car

250 GP
Steve Thompson Kaw
Felipe Terriquez Yam
Jimmy Anderson Kaw
David Young Kaw

OPEN GP
Rusty Bradley 500 Tri
Felipe Terriquez 650 BSA
David Renfro 500 Tri
Paul Liner 650 Tri

200 FINAL
George Johnson 180 Yam
Charles Rambo 175 Bul
Jim Lutz 175 Bul
David Watkins 175 Bul

OPEN FINAL
250 EXPERT
Jimmy Anderson Kaw
250 SPORTSMAN:
Felipe Terriquez Yam
OPEN EXPERT:
David Renfro 500 Tri
OPEN SPORTSMAN:
Tommy Tatum 305 Hon

POLKA DOTS SCRAMBLES
Sacramento, Cal.
March 9, 1969

By Dale McKinnon

100
Chuck Milligan Hod
Jerry Willis Suz
Loren Williams Hod
Donald Bonacci Hod

100 AMATEUR
Gary Lozano Suz
Terry Henry Hon

200 NOVICE
Mark Muscio Bul
George Schaffer Oss
Rick Smith Bul
Mike McGown Bul

200 AM./EXPERT
Don Simmons Bul
Kenny Roberts Suz
John Fite Bul

250 NOVICE
Bob Bowers Hus
Melvin Byers Bul
Jim Miller Kaw
Jim Vendley Kaw
Bill Fllethe Yam
Ron Jones Bul
Leland Rice Bul

250 AMATEUR
Jim Denny Bul
Randy Lackey Suz
James Czadek Hes
Darrell Courtright Hus

250 EXPERT
Ray Huff Yam
Don Stover Yam
Gene Conant Bul
Merl Beidlemin Bul

375cc NOVICE
Pete Laskier Hus
Mike Hohnson Mai

375 AMATEUR
John Green Mon
Mik Woltkamp C-Z

375 EXPERT
Jim Saitone Mai
Clif Aksland Bul
Keith Carlson Mon

500cc NOVICE
Frank Bill BSA
Oscar Booth BSA

500 AM./EXPERT
Ray Huff BSA
Bill McClinton BSA
Bob Roache BSA

OPEN NOVICE
Elven Hoskins Tri
James Boucher Tri

OPEN AM./EXPERT
Jorgen Jorgensen BSA
Don Smith BSA
Bill Flett Tri

SPORTSMAN M.C. SCRAMBLES 3-9-69
Saddleback Park,

By Maureen Lee

50 MOTO
Jay Lewis Yam
Steve Herrara Yam
Jeff Sexton Hon
Tom Farrell Hon
Paul Taylor Hon

100 AMATEUR MOTO
Bob Fravenberger Suz
Kirk Redding Bri
Jim Harnisch Hod
Henry Scott Hod

100 EXPERT MOTO
Richard Sweaney Kaw
Danny Hockie Hod
Linus Beal Bri
Steve Nicholls Yam
Gary Colowell Hon

100 NOVICE MAIN
Dan Willits Hod
Gary Anderson Bul
Jim Blunt Hod
Bob Saunders Yam
Terry Ash Hod

100 POWDER PUFF
Diane Connolly Hod
Eulene Long Hod
Maureen Lee Hod
Mary Harnisch Hod
Marsha McIntosh Yam

175 AM./EX. MOTO
Craig Cove Oss
Doug Yerkes Bul
Danny Hockie Oss
Dick Toberoff Hon
Jim Doron Bul

250 NOVICE MAIN
Dan White Bul
Chet Burt Bul
Glen Brunson Bul
Bob Doonboss Bul
Tony Hockgesang Bul

250 AMATEUR MAIN
Lawrence Shoemaker Bul
John Hately Kaw
Bob Fravenberger Bul
Mike Rendich Bul
Walt Bird Yam

250 EXPERT MOTO
Gary Scott Yam
David Aldana Oss
Lee Stumpenhaus Bul
Willie Hockie Jr. Oss
Sandy Armstrong Yam

350 NOVICE MOTO
Clint Arrowwood Bul
John Wright Bul
Bill Smith BSA
Carol McIntosh(disq) Hon
John Sandborn (disq) Duc
John Potter (disq) Oss

350 AM./EX. MOTO
Ken Sparkman Mai
Don Burch Bul
Ken Neal Bul
Rich Marquis Hon

500 NOVICE MOTO
Gary Grayson Mai
Allen Smith BSA
Dave McMahon BSA
Steve Lowell Mon
Bob Baker BSA

500 AMATEUR MOTO
Dave Bastian Mat
Glenn Brunson Bul
Roy Griffing Bul
Gene Lee Gre

500 EXPERT MOTO
Chuck Minnert BSA
Ray Nichols Mai
Olin Harlowe BSA
Don Ogilvie BSA
Pat Murphy Tri

OPEN NOVICE MAIN
Art Amarillos Tri
Dave Brant BSA
Gary McKeon Tri
Jack Boal Tri
Frank Closs Tri

OPEN AMATEUR MOTO
Buddy Carter Tri
Terry Armstrong Tri
Jim Maupin Tri
John Hately Tri
John Kavanaugh Tri

OPEN MOTO
Jim Goldsmith R-E
Mike Van Acker Tri
Mike Posey Tri
Terry Dorsch Tri
Ken Alleai Tri

HARE SCRAMBLES
(Smokebomb Gaetz)

Steve Kirk	500 Ex	Mon
Howard Utsey	500 Ex	C-Z
Ace Duce	Op Ex	Pog
R.W. Pierce	500 Am	Mat
Max Melchert	250 Am	Yam
Charles Cumett	500 Am	Hod
George Green	250 Ex	Hod
Harley Eads	250 Nov	Yam
Scott Lapraik	500 Am	Hod
Dick White	Op Am	Tri

TRAIL BIKE

John Coots	Ex	Pen
Claes Nelson	Nov	Pen
E.G. Birt	Nov	Sac
Wes Anderson	Ex	H-D
Rick Fowler	Nov	Hod

RESULTS

100-Mile AMA Amateur Championship race Friday, March 14, 1969 at Daytona International Speedway.

Pos.	No.	Rider and Home	Machine	AMA No.	Laps
1	38	Ronald Muir, Powell, Ill.	Yamaha	44545	27
2	61	Virgil Davenport, Irving, Texas	Triumph	116018	27
3	2	Ray Hempstead, St. Petersburg, Fla.	Mat	67314	27
4	59	George Russell, Owings Mills, Md.	Yamaha	42639	26
5	16	James Kersting, N. Judson, Ind.	Kaw	66610	26
6	75	Lee Patterson, Fresno, Calif.	H-D	47097	26
7	96	Gordon Razee, N. Kingstown, R.I.	Tri	103634	26
8	85	James Allen, Toronto, Can.	Suzuki		26
9	27	Joe Brewer, Mansfield, Ohio	H-D	37943	26
10	79	Dan Thomas, Middletown, Ohio	BSA	81128	26
11	33	George Adamec, Jacksonville, Fla.	H-D	2191	26
12	32	Anthony Coccoro, Wakefield, Mass.	Tri	57504	26
13	51	David Bloom, Ann Arbor, Mich.	Tri	075522	26
14	67	Jerry Stokes, Charleston, S. C.	Tri	66632	25
15	9	James Adams, Lincoln, Neb.	Tri	56925	25
16	86	J. C. Klusmeyer, Odessa, Texas	Ducati	029987	25
17	65	Don Chason, Stuart, Fla.	H-D	93952	25
18	43	Dennis Ponleit, Sarasota, Fla.	Honda	32495	25
19	71	Nishan Baronian, Philadelphia, Pa.	Mat	149342	25
20	29	Phil Cullum, No. Little Rock, Ark.	Tri	089613	25
21	11	Gordon Dusenbery, Atlanta, Ga.	H-D	43498	24
22	73	Stan Friduss, Ft. Lauderdale, Fla.	Norton	44066	24
23	22	Tim Suseman, Bethlehem, Pa.	BSA	148031	24
24	74	Dale Coffman Jr., Ferndale, Md.	Tri	135441	24
25	66	Richard Niemi, Westminster, Mass.	Tri	94535	24
26	97	Allen Murray, Burlington, Ont. Can.	Honda	234922	24
27	42	James Roark, Lynn, Ind.	Tri	42293	23
28	77	Vernon Kehoss, Wauwatosa, Wis.	Suzuki	12687	23
29	76	Gary Hilgenberg, Ames, Iowa	Tri	65100	22
30	30	Keith Mashburn, Santa Sussna, Cal.	Yamaha	93779	22
31	6	Manuel Radbord, Montreal, Can.	Honda	232726	21
32	19	John Lysight, Tracy, Que. Can.	Tri	118975	20
33	46	Jim Schmidt, Elgin, Ill.	Honda	19678	20
34	58	Henry Ramsey, Boonville, Ind.	H-D	104414	18
35	69	Thomas Sisson, Morristown, Tenn.	H-D	011993	17
36	7	Alyn Carlson, Upper Darby, Pa.	H-D	39059	17
37	15	Paul Rehmert, Palestine, Ohio	Tri	97563	15
38	72	R. G. Wakefield, Indianapolis, Ind.	Kaw	072925	12
39	40	Henry Hanje, Waterloo, Ont. Can.	Tri	190799	12
40	80	Larry Stone, Deland, Fla.	Kaw	107842	11
41	17	Kenneth Stephens, Sarasota, Fla.	Mat	069523	8
42	44	Tom Beedle, Maxwell, Iowa	Ducati	52875	8
43	41	Robert Steskel, Omaha, Neb.	Bridge		8
44	8	Art Ninci, Kansas City, Mo.	H-D	86365	7
45	99	Mike Sponseller, Phoenix, Md.	Tri	107537	7
46	48	Cecil Campbell, Ft. Pierce, Fla.	Tri	80076	7
47	3	Danny Deubler, Sioux Falls, S. D.	Ducati	31450	6
48	47	Ed Sensenig, Ephrata, Pa.	Tri	63656	5
49	88	Torello Tacchi, Chicago, Ill.	Mat	45101	4
50	70	Charles Tokarski, Pt. Washington, NY	Tri	63874	4
51	49	Ronald Mole, Grand Ledge, Mich.	BSA	94286	3
52	81	Michael Burrett, Montreal, Can.	Tri		3
53	78	James Albert, Ft. Wayne, Ind.	Ducati	119921	2
54	12	Harry Dring, Oakland, Calif.	Yamaha		1
55	68	Larry Koup, Oberlin, Pa.	Kaw	28545	1
56	87	Fred Scheffler, N. Muskegon, Mich.	H-D	126648	1
57	90	Frank Camillieri, Chelsea, Mass.	Yamaha	054035	1

Time of Race: 1 Hour, 4 minutes 24.52 seconds.
Average Speed: 96.100 miles per hour (RECORD)
Old record was set in 1968 by Bill Lyons on a Honda at 94.140 mph

78 MILE NOVICE ROAD RACE
DAYTONA SPEEDWAY, MARCH 15, 1969

Pos.	No.	Rider and Hometown	Mach.	AMA No.	Laps
1	177	Harry Cone, Sherman, Texas	Yamaha	59270	21
2	96	Randolph Johnston, Washington, D.C.	Yamaha	45228	21
3	203	Gary Fisher, Parkesburg, Pa.	Yamaha	97289	21
4	152	Jerry Christopher, Azusa, Calif.	Yamaha		21
5	199	Fred Guttner, East Detroit, Mich.	Yamaha	189564	21
6	155	David Townsley, Metairie, La.	Yamaha	150927	21
7	88	Conrad Urbanowski, Hollywood, Fla.	Yamaha	151169	21
8	192	David Allee, Inglewood, Calif.	Yamaha	47529	21
9	68	Duane McDaniels, Milford, Mich.	Yamaha	75591	21
10	101	William Treaster, Sarasota, Fla.	Kaw.	19965	21
11	49	Gary McGoron, Miami, Fla.	Yamaha	63350	20
12	92	Karl Bergschwenger, Pontiac, Mich.	Yamaha	149632	20
13	117	Ralph Garcia, New York, N.Y.	Yamaha		20
14	67	Bart Myers, New Brunswick, N.J.	Yamaha	126807	20
15	85	A.G. Shelley, Flint, Mich.	Yamaha	236233	20
16	13	Terry Heckart, Overland Park, Kansas	Yamaha	215144	20
17	124	Richard Yoxtheimer, Mansfield, Ohio	Yamaha	35160	20
18	83	Samuel Sisson, Morristown, Tenn.	Yamaha	192624	20
19	2	Roger Barnes, Savannah, Ga.	Yamaha	183639	20
20	79	L. Wayne Yarbrough, Winston-Salem, N.C.	Yamaha	127559	20
21	45	Kenneth Brewer, Florence, Ala.	Yamaha	164236	20
22	150	Clarence Neilson, New York, N.Y.	Kaw.		20
23	21	Leon Lemma, Wausau, Wisc.	Yamaha	162185	20
24	32	Steven Thompson, Reese AFB, Tex.	Kaw.	236129	20
25	41	James Douglas, Toronto, Ont., Canada	Yamaha	236462	20
26	122	Ronald Broddy, West Palm Bch., Fla.	H-D	163452	19
27	42	Robert Ernest, Johnstown, Pa.	Yamaha	235154	19
28	27	David Swenson, Haddon Hts., N.J.	Yamaha	174571	19
29	9	Joe Winston, Miami, Fla.	H-D	42809	19
30	99	Don Emde, Bonita, Calif.	Yamaha	16785	19
31	202	Robin Chase, Council Bluffs, Ia.	Bridge.	97564	19
32	121	Bruce Habel, Boca Raton, Fla.	Honda	231216	1[illegible]
33	61	Ralph Duncan, Flint, Mich.	Yamaha	186697	19
34	56	Graham Place, Erwinna, Pa.	H-D	236464	19
35	141	William Weigle, Canal Zone	Mont.	196362	19
36	50	Beauford Grant, Wappinger Falls, N.Y.	Yamaha	35119	18
37	43	Thomas Eitel, West Palm Bch., Fla.	Honda	119113	18
38	34	Mike Bruso, Titusville, Fla.	Suzuki	137005	18
39	139	James Tylor, Pittsburgh, Pa.	Yamaha		18
40	193	Rankin Fisher, Granada Hills, Calif.	Yamaha	27370	18
41	118	David Watkins, Garland, Texas	Bul.	53583	18
42	128	Michael Lynch, Newport News, Va.	H-D	72249	18
43	162	Edward Ford, San Diego, Calif.	Yamaha	145302	17
44	20	Steve Roszel, Griffith, Ind.	Yamaha	131401	17
45	51	Richardson Haxton, Jackson, Miss.	Kaw.	173082	17
46	55	Robert Sharp, Knightdale, N.C.	Yamaha	113943	17
47	59	Warren Blanchard, Staten Island, N.Y.	Ducati	57107	17
48	90	Don Hollingsworth, St. Augustine, Fla	H-D	77843	17
49	134	Don Roberts, Okahumpka, Fla.	Honda	27207	16
50	103	Earl Hyden, Owensboro, Ky.	Suz.	92518	16
51	148	Kenneth Keeler, Brokfield, Conn.	H-D	13455	15
52	76	James Stuberg, Savannah, Ga.	Kaw.	153934	15
53	44	Fred Edwards, Riverside, Calif.	Yamaha	116773	12
54	69	Peter Renz, Boston, Mass.	Yamaha	128146	12
55	29	Terry Ernest, Silver Springs, Md.	Yamaha	88447	10
56	17	Michael Pink, Kenton, Ohio	Duc.	171614	7
57	64	Larry Bishop, Mansfield, Ohio	Yamaha	69140	6
58	14	James Christiano, Syosset, N.Y.	Kaw.	172044	6
59	160	Gerald Shoemaker, Chester, Pa.	H-D		5
60	196	Stewart Weymouth, Saugus, Mass.	Duc.	235435	4
61	71	John Long, Miami Beach, Fla.	Duc.		4
62	114	Peter Conroy, St. Petersburg, Fla.	H-D	32292	4
63	131	Emil Ourednik, Chicago, Ill.	Duc.	235729	4
64	54	Robert Steed, Pt. Colborne, Ont. Can.	Yamaha	231016	3
65	7	David Woods, Findlay, Ohio	Yamaha	26300	2
66	158	David Damron, San Bernadino, Calif.	Suz.		2
67	133	Richard Hollingsworth, Gainesville, Fla	H-D	77842	1
68	168	Lawrence Hynar, Palmdale, Calif.	Yamaha		1
69	81	Robert Jones, Prairie Village, Kans.	Yamaha	207504	1

Time of Race: 50 minutes, 29.16 seconds
Average Speed: 93.530 Miles Per Hour
New Record. Former record held by Don Hollingsworth, St. Augustine, Fla. at 92.982 in 1968 on a Harley-Davidson.

CARLSBAD M-X
March 9, 1969

By John Shedd

OPEN NOVICE

Ron Dugan	Hus
Pat Beneolitte	Bul
George Graham	Eg
Larry Burns	Mai
John Di Domenico	BSA

250 NOVICE

1st Flight

Bill Cuane	Hus
J.T. Parker	Mai
Dale Eckhardt	Yam
Russ Turner	Mai

2nd Flight

Mark Blackwell	Yam
Jim Cooke	Gre
Gomen	Oss
Jim LaBlance	Hus

100 NOVICE

1st Flight

Bruce Baron	Hod
Ronald Bailey	Sac
Jerry Gayland	Hod

2nd Flight

Steve Goldberg	Hod
Don Emles	Suz
Jim Warner	Sac

125 NOVICE

Eric Crippa	Pen
Ruben Benites	Pen
Bill Smith	Yam
Martin Tripes	Pen

OPEN EXPERT

Jim Wilson	Gre
Lars Larson	Hus
Tom Rapp	Mai

250 AMATEUR

Bill Pettigrew	Gre

250 EXPERT

Gary Bailey	Gre
Jim Wilson	Gre
Chris Hollenbeck	Bul

125 EXPERT

Lars Larson	Pen

100 EXPERT

Frank Fisher	Hod

POWDER PUFF

Carol Gooding	Hod

20th ANNUAL ALLIGATOR ENDURANCE RUN
Unofficial Results
Daytona Beach, Fla. 3-13-69

CLASS A OR EXPERT—LIGHTWEIGHT
Motors up to 200cc

1. Bruce Sutton, Columbus, Ohio	Sac	992 pts.
2. Gerald Pacholke, Eastlake, Ohio	Bul	992
3. Leory Winters, Fort Smith, Ark	Pen	989
4. Raymond Terwillinger, Eden, N.Y.	Pen	982

CLASS A OR EXPERT—MEDIUMWEIGHT
Motors from 201 to 350cc

1. Robert Towne, Lorain, Ohio	Hus	992
2. John Buffaloe, Bloomington, Ind.	Bul	990
3. Charles Fischer, Elgin, Ill.	Hon	989
4. Larry Williamson, Peoria, Ill.	Yam	988
5. Charles Todd, Atlanta, Ga.	Bul	981
6. Wayne Van Alstine, Peoria, Ill.	H-D	978
7. Karl Mataya, Lemont, Ill.	H-D	975
8. Dwight Goodner, Ft. Pierce, Fla.	H-D	972
9. Bill Traweek, Pensacola, Fla.	H-D	962
10. Chas. Whitton, Chattanooga, Tenn	Duc	961

CLASS A OR EXPERT—LT. HEAVYWEIGHT
Motors from 351 to 600cc

1. Renny Strakany, Elgin, Ill.	BSA	990
2. John Thomas, Columbus, Ohio	Hus	989
3. Dwight Stutler, Groveport, Ohio	Mai	988
4. Piet Boonstra, Buchanan, N.Y.	Tri	987
5. George Chandler, Toledo, Ohio	C-Z	986

OVERALL WINNER: John Penton Hus 999

Hun Beach TT Opener

By Al Shaw

HUNTINGTON BEACH, CALIF., March 16 – Jim Goldsmith, legendary TT-scrambler, returned to his old familiar form in the 5-lap sweepstakes that capped the season's opening race at beautiful Huntington Beach Cycle Park. Dick Gann, riding Honda and Bul respectively, won the 100cc and 250cc Novice classes. Jim Peterson bested Goldsmith in the Sweeps, after taking second to Dan Carlton in the open class motos.

Eddie Walker walked away with a $5 gift certificate from B&B Motors for winning the Wheelie Contest.

RESULTS:

100cc Novice Motos (10 laps): 1. Dick Gann (Hon); 2. Scott Fookes (Hon); 3. Peter Rother (Hon).

250cc Nov. Main: 1. Dick Gann (Bul); 2. Mike Toussau (Kaw); 3. Ron Kardiel (Kaw).

250-350-500-Open Am/Exp. (Motos): 1. Dan Carlton (Oss); 2. Jim Peterson (Kaw); 3. Dave Lenar (BSA); 4. Jim Goldsmith (R.E.) (*Late entry 2 motos only).

350 Nov. (Motos): 1. Dave Fletcher (Hon); 2. Carrol Highland (Bul); 3. Barry Myer (Hond).

500-650-Open Nov: 1. Eddie Walker (Tri); 2. R.A. Beason (Tri); 3. Allen Reed (Mai).

SWEEPSTAKES (5 Laps) 1. Jim Peterson (Kaw); 2. Jim Goldsmith (R.E.); 3. Mike Toussau (Kaw).

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MOTORCYCLE RIDER EDUCATION PLANS DEVELOPED AT NATIONAL CONFERENCE.

WASHINGTON, D.C., Feb. 28 – The guidelines for motorcycle rider education courses in the public schools were drawn up here at a National Conference on Motorcycle Safety Education, just completed. The conference was jointly sponsored by the National Education Association and the American Driver and Traffic Safety Education Association, in cooperation with the Motorcycle Scooter & Allied Trades Association. The M/C Safety Council was also represented.

Results of the three-day meeting, described in a brief announcement from the industry trade group, included both teacher preparation and student instruction. Groundwork was laid to develop classroom materials and fit motorcycle rider education into the high school curriculum.

The complete report will be published shortly and used as the basis for regional NEA workshops this spring. NEA's Commission on Safety Education initiated automobile driver training in the schools.

Legislative Notebook

By Barbara Adams Dahms

A NON-RIDER SPEAKS UP – FOR OUR SIDE

In the uproar that followed the recent passing of an ordinance which limited or banned motorcycle off-road riding in many sections of California's Conejo Valley, a number of local citizens had their say. Their opinions covered both sides of the controversy. The following letter is so outstanding that I want to pass it along to you exactly as it appeared in the Thousand Oaks News Chronicle.

Editor, News-Chronicle:

This letter is directed to those people who are making a fuss over motorcycles in The Conejo. You make me sick! Why don't you leave the teenagers alone – where else can young people go if you continue to stifle their energies? They can go to pot, if you get what I mean. Take your energies elsewhere. Do some good work instead of this continual badgering of the local kids. If you hear the roar of the cycles, at least we know that's one kid that's not out getting into trouble. He's out there ridding himself of all that pent-up energy they have at these ages. Another thing, when they aren't riding them, they are spending hours in the garages learning how to work on them, which again keeps them out of trouble. I am the mother of three but, there are no cycles in our family. I live in Lynn Ranch and it's a perfect spot for the "roar of the crowd" and I just figure when you can hear 'em out there, it's better than wonderin' where they are. So lay off the teenagers. If anyone is working on a petition to allow bikes to be ridden in the hills, call me–I want to sign.

BETH NEEDHAM,
Thousand Oaks, Calif.

These sentiments have been expressed many times by riders. But hearing them from a non-rider is most encouraging.

ONE MAN'S PUBLICITY CAMPAIGN

In the island state of Hawaii, it seems that motorcycle sport is just as thoroughly ignored by the establishment and media as here on the mainland. When it appeared that native son John DeSoto's current pilgrimage to the moto-cross battles of Europe would go unpublicized, Dave Thompson, motorcycle editor of "Hawaii Racing News," decided to do something about it. He wrote eleven letters, to the Mayor, Governor, Senators, Congressmen, City Councilmen and the local newspaper publisher. Result: Governor Burns presented John with a lei on his departure, the local sports editor ran a feature on "the Flyin' Hawaiian" and the Mayor called up to see what he could do to help.

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($1 for this TECHNICALITEZE tip goes to Tom Barrett of Amherst, Ohio. Send your technicality-easy tidbits to "Technicaliteze, in care of this newspaper.)

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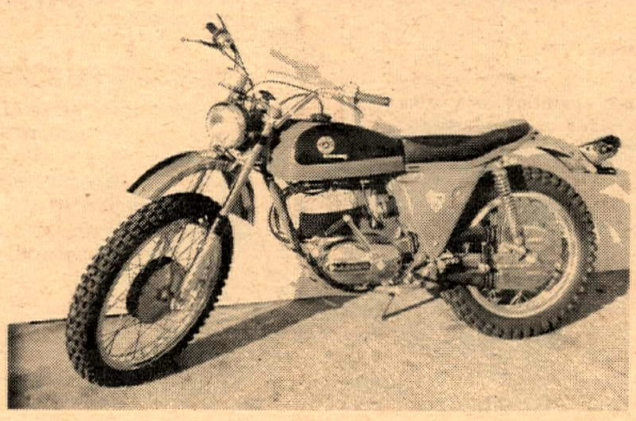

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SCMA ROAD RUN

Story & Photos by Leonard Sipe

SO. SAN GABRIEL, Calif., March 9 – At 9 o'clock Sunday morning, Laidlaw's Motorcycle Store was a scene of color and activity. Gleaming touring machines lined the curb and filled the parking lot. Uniformed riders milled about talking to friends over coffee and donuts. Guys and their wives walked around digging the array of machinery parked outside. Everyone was enjoying the anticipation of being on the road again after the season's rainy restrictions.

At the far end of the showroom was the sign-up table. Route directions were handed out for making it to the first check point and riders soon began taking off singly or in small groups.

The Southern California Motorcycling Association sponsored the poker run for the Harley 74 crowd. The tour ended at Anderson's Spa, halfway between Newhall and Palmdale, Calif. off the Antelope Valley Freeway.

The SCMA is a year-old autonomous sanctioning body independent of and, in its miniscule way, in competition with the AMA's Road Riding Committee in southern California. The SCMA riders are disillusioned by the AMA's arbitrary, do-nothing attitude regarding the individual and are attempting to organize their own clubs and events.

The route went west through South Pasadena with its countless old folks-oriented traffic signals, timed for 20 mph, and finally out the Colorado Freeway.

It detoured around Burbank's big Chamber-of-Commerce shuck, the Golden Mall, and took riders on out through San Fernando Valley to the first check point.

Just beyond Whiteman Speedway, SCMA officials were located on a corner where Earl Sheib will paint your car for only $29.95. So far the route instructions had only been mildly confusing.

Riders had their tags stamped and received directions to Check Point II, then headed for Newhall in the desert. They made a right at 13th Street which turned into Placerita Canyon Road (not Soledad Canyon Road as the travel slip kept insisting). The next eight miles of road was rough in spots and riders had to stay alert.

At Sand Canyon Road, we swung left a few miles and came to the second stop located at a gas station. The tour overpassed the Antelope Valley Freeway and then picked up Soledad Canyon Road for the last four miles.

At the gathering point ("ANDERSON'S SPA – RIVERS END; FOOD, COLD BEER, SWIMMING, PICKNICKING, OPEN"), riders began streaming in. Some had their stereos on, playing neo-country and western music ("I'm a-fallin' for you, little darlin'" by the Hollywood Studio Orchestra & Chorus).

They parked their machines around a large grassy area near the Santa Clara Creek. The creek/river had flooded during the recent rains and a 'dozer was out there trying to put the banks back where they belonged. Again.

A long line of 176 standees began forming to check in and receive meal tickets. It took quite a while. Everyone mostly stood around jawing over their bikes or went into the concession building for beer or coffee. The two pool tables inside were immediately pressed into service.

At 2 o'clock, it was officially ordained that Playtime had arrived. First there was a three-legged race. Then a potato-sack race. Real ho-hum stuff. But the next one was a humdinger.

The highlight of the day was where a guy had to pin a diaper on his wife. And he had to do this with his hands through a sheet hung up so he couldn't see what he was about. It really livened things up. All during this contest there were choruses of titillated giggles and guffaws as a husband's hands groped and fumbled. Yes sirree, it was something to watch.

When that was finally over, the ladies that were stuck with the cooking announced spagetti was ready and another long line was formed. About this time it began sprinkling a little and a dozen sugar-and-spice riders mounted up and left for home. The rest found cover and finished eating.

Road's end signals time to line up for chow and playtime. Motorcycles are neglected while socializing riders mingle.

After another long period of socializing, the clan was gathered for trophy presentations.

Trophies were handed out for everything. There were trophies for oldest riders (man and woman), there were trophies for the youngest (boy and girl). There were trophies for the best-dressed family, best-dressed club, best-dressed individuals. Also receiving trophies were the longest-distance rider, the club with most members present, contest winners, et al.

(Ironically, the momento that will be cherished most had nothing to do with the tour. One of the members had a beautiful statuette of a dog struck specially for his young son. The ten-year-old recently had lost his pet under the wheels of an automobile and his dad wanted to give him something in remembrance. It was received with hidden tears and a tight hug of appreciation.)

A couple's anniversary was announced, somebody's birthday was happily sung to, and the sweepstakes trophy handed out. A young hillclimb competitor/road rider from Bakersfield won the fifty-fifty drawing. This is where half the entry money is awarded to some lucky stiff at each outing. The kitty this time came to $42. Now if that isn't incentive to show up for an event....

Then the owner and manager of the Spa were brought forward. In appreciation for opening their area to the day's road riders (and thereby putting their insurance coverage on the line), the two gentlemen were presented with a handsome hand-tooled leather plaque. The owner then commented that whatever reservations they might have had about SCMA riders taking over for the day, they couldn't have had a better, more mannerly group to cater to. Mark up one more for the good guys in white helmets.

Scramblin' Around

By Maureen Lee

That new Saddleback Park scrambles track really rang our chimes Sunday! It was fun to ride a track where everyone started out "even steven". No one had had a chance to ride it previously and for this first scrambles it wasn't a case where if you had the time you could go out and practice on it during the week. We are deliberately omitting the word "TT" scrambles, because a TT it wasn't. It was a scrambles and, except for a few people, everyone enjoyed it, but the ones who didn't, well, all we can say is that it's hard to throw any type of event without someone being unhappy about something. First time around in practice we had to be coaxed back out again after suffering a case of the willies on a cobby downhill, but found out we didn't have to fall off and ended up having a lot of fun.

The Saddleback staff, headed by manager Vic Wilson receives our tip of the helmet this week. Due to the heavy flood damage with local disaster areas requiring all available heavy equipment, they just couldn't get working on the track as planned. Consequently, Vic was out there at 3 a.m. (that's what I said, 3 a.m.) the night before the race carving out a new track and filling in four foot gullies, and his people worked straight through until racing started.

He is asking for riders' suggestions regarding the track. He's considering widening it about ten more feet on some turns and cutting the banks back a bit. This could be good because most of the gripes you hear about scrambles tracks is that they are not wide enough. By the same token, we talked to riders who said flatly, "Leave it alone! It's great!" So who are you to believe?

We feel that in laying out a track you don't want to take out all the hazards. Leave some in. Scrambles are not like tiddly-winks or ping-pong. There are tracks where the Amateurs and Experts make it around with no troubles while the novices go down. Sorry about that, Novices, but they once had to learn just like you are doing. But should you see riders go down frequently regardless of classification and often in the same location, then something is wrong and the hazard should be fixed. But leave a few tricky places in, it adds to the fun and makes for better riders.

Saddleback had a few go down Sunday, but it's a good track and deserves support from the District 37 clubs. For information call Vic Wilson (714-639-5832) and talk to him about it. Let's have a few more runs there so the dreary old song of "I'm so tired of riding so-and-so each week" can be forgotten. There are enough tracks to give everyone a chance to ride different surfaces and terrain, so let's use 'em all!

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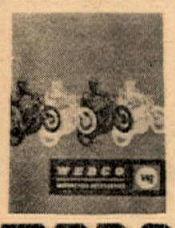
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Cycle Profiles

WEEK DAY METER MAIDS ARE WEEKEND MOTORCYCLISTS

Monta Ipox (left) and Louise Szymczak are meter maids who swap 3-wheelers for 2-wheelers on days off.

By Bill Harmer

It may be a "busman's holiday" but after riding their 3-wheeled cycles for 8 hours every week day, issuing citations to overtime parkers, Monta Ipox and Louise Szymczak (That's right proof-reader, S Z Y M C Z A K) spend their weekend having fun astride their 120cc Kawasaki trail bikes.

The girls, accompanied by Louise's husband Chuck, who is a policeman and former motorcycle officer, hurtle their mounts over the mountain and desert trails of San Diego's back country. Monta's hubby, Mitch, who doesn't ride a motorbike, drives the camper which tows the bike trailer and does the cooking for the cycling trio when they come in hungry after a hard day's trail riding.

The girls are the only remaining "original" Meter Maids and have been working for the city of San Diego for about 10 years.

A long time dream of the girls will come true this autumn when they tow their bikes to Mazatlan, Mexico where they will ferry them across the Sea of Cortes to La Paz, Baja California. There they will spend months exploring the famous resort area as far South as Cabo San Lucas.

They are both avid cycle enthusiasts and recommend the sport to everyone that they meet as a sure way to stay healthy and fit.

COOLEY'S COLUMN

By Wes Cooley

Ron & John, Darnell, Scott

It looks as though the European fever has extended beyond Ron Nelson and John DeSoto. Prior to their leaving for Europe, Russ Darnell, one of the local riders, obtained an international license to participate abroad in some early events to better acquaint himself with the type of moto-cross riding done there in the early part of the season which is mostly in the mud.

Last week another of the outstanding Southern California riders, Steve Scott, obtained an international license so he could also go to Europe to compete in international moto-cross events. We also understand that Bultaco unofficially will be helping Steve to some extent, at least providing him with a motorcycle, and Steve will have a friend along to help maintain the machine and act as his pit man. By the way, Steve looked in fine shape after his recent injury and seemed to be very enthusiastic and interested in going to Europe to compete. I'm sure Steve will do well in international competition. He is one of the young outstanding riders in all forms of motorcycle racing, not only in moto-cross, but he has done very well in short track, TT and speedway racing, and also has done some road racing.

With these four fellows in Europe, we should have a pretty good representative body of Southern California moto-cross riders. All four of these fellow have done well in this area and should be fairly competitive, and also be sharp enough to pick up some of the European styles and techniques to show some of the fellows in this area who have not had the opportunity to learn it firsthand.

We have heard rumors concerning the possibility of a non-profit corporation being formed which would solicit funds in order to send deserving American riders to Europe to compete in international events. We hope this will become a reality and that it will gain support not only from the riders but also the industry as a whole. There are many administrative and political complications involved in an undertaking of this type, but with the proper people selected to head this type of effort, I feel support would be given by the motorcycle industry as well as enthusiasts and competitors. I think it will be very difficult to select a good representative body, but with the proper organization it can be done. We would be very much in favor of this type of corporation and would do everything possible to help it achieve its goals.

Micus Wants To Talk

We have also heard rumors, and we hope these rumors are not true, that at the last AMA Executive Committee meeting the FIM-MICUS and AMA subject was brought up and was lightly put off. I feel that for clarification of problems and goals, if the AMA was truly interested in the FIM-MICUS and international racing in this country, they could at least extend the courtesy of allowing one of the FIM representatives in this country to talk to the Executive Committee to submit our proposals and clarify what our goals are. Without being represented, it is very difficult to make our points clear. I would like to openly go on record that MICUS would be more than willing to discuss with the AMA Executive Committee the goals and aims of MICUS and international racing in this country, and would very much welcome the participation of the AMA in this endeavor. However, without the opportunity to present our facts and our proposals, naturally, we can never come to any type of agreement.

Smokebomb Gaetz Races

Successful first-Sunday Hare Scrambles have been staged since the first of the year at Ave. J and 100th Street north of Palmdale, Calif. Promoter is famous "Smokebomb" Gaetz, so called because of his talent for being first to the smokebomb in countless desert races. The monthly Hare Scrambles consists of three 15-mile loops of open boondock trails, fast sand washes and whoop-de-doos – strictly a fun course that is easy on equipment. Steve Kirk, #2 on a 360 Montesa, is the reigning champion, having won the first two events. Results of this month's race are on page 16, the next one's scheduled for April 6 starting at 1 p.m.

Cycle News Survey

Walter Davidson Resigns H-D

Walter Davidson, Vice President in Charge of Sales at the Harley-Davidson Motor Co. announced he has resigned from the company that bears his name, to devote full time to his other interests. He was active in the company since 1935. He will be replaced by 33-year-old John Davidson, son of William H.

Bean Canyon Off Limits to Bikes

Word has reached us that Bean Canyon, near Rosamond, Calif. was declared off limits to all riders because a few motorcyclists were blamed for vandalism and littering in the area. Riders are accused of cutting fences for access to private land, causing soil erosion and leaving trash in the canyon. Trucks with bikes are still allowed in Bean Canyon, but if littering continues, we will surely lose the site for good.

BIKE TEAMS TO COMPETE IN MINT "400"

Doyle Fields makes waves again, teamed with "Jackalope" J.N. Roberts in 1969 Mint "400" Cross-Country race.

LAS VEGAS, Nev. – The top motorcycle teams of Larry Bergquist and Gary Preston and J.N. Roberts and Doyle Fields have entered the Mint "400", it was announced by officials of Continental Racing Enterprises. Continental will sponsor these two teams in the $30,000 off-road racing classic to be held March 23-25.

The Roberts-Fields team returns to defend their Mint "400" championship of a year ago. Bergquist and Preston are winners of the Baja 1000 and Stardust 7-11. These top cycle riders join the growing list of luminaries participating in the Mint "400". Cale Yarborough, Bobby Unser, Parnelli Jones, Al Unser, Steve McQueen, Marty Robbins, James Garner, Bob Bondurant, Sam Hanks, Mickey Thompson and others are among the "name" participants.

With the entry of Roberts, Fields, Bergquist and Preston, the "400" now boasts the top riders and drivers.

Washington State Moves to Repeal Helmet Law

The hated compulsory helmet law may be on its way out in Washington state. House Bill 418 would repeal the ill-advised compulsory helmet law and leave the motorcycle operators license and helmet standards law intact. Meantime, nuisance enforcement of the law goes on sporadically in Washington, although many courts dismiss helmet violations as a matter of course.

Louisiana Supreme Court Reverses Helmet Decision

The decision of a Circuit Court of Appeals calling the state's compulsory helmet law unconstitutional was overturned by the Louisiana Supreme Court. The case of Everhard vs New Orleans was decided against the motorcyclist in a split decision.

New Movie to Show Pro Racing

Michael Pollard (of Bonnie & Clyde fame) will star in "Little Fauss and Big Halsy" for Paramount Pictures. The feature length movie is an actiondrama about two young men and a girl who become involved with the world of U.S. professional motorcycle racing. It will be filmed on location at Ascot Park and in Texas. It is hoped that "Little Fauss and Big Halsy" will do for professional racing what "The Wild One" did for the outlaw element.

Silver Eagles M.C. Want New Members

With several major events coming in the next few months and an ambitious riding program planned, the Silver Eagles Motor Corp road riding club of Burbank, Calif. has opened its rolls to additional members. Members ride full-dress 74" Harleys and wear black and silver uniforms. They plan to form a club drill team. Meetings are Wednesday at 8 p.m. in Room 1, Oliver Recreation Center in Beautiful Downtown Burbank. Visitors are always welcome. Call (213) 887-7396 or 443-9555 for information.

M/C Safety Council Forums In S.F.

The Motorcycle Safety Council, consisting of all the large U.S. distributors and manufacturers will meet for a series of forums at the Del Webb Towne House in San Francisco, coinciding with the S.F. Motorcycle show April 2 through 6. Legislation and safety will be discussed, as well as m/c training and educational plans. Speakers will include state legislators, federal Transportation Dept. spokesmen and driver training officials from throughout the U.S.

Modern Blacksmith

One of the businesses that is currently booming as a result of the growth in competitive motorcycle sports is Ken Maely's. Better known as "the Shoeman," Ken makes the best hotshoe in dirt track circles. A racer himself, Ken has been making his steel slippers for 17 years. Although the volume of business has doubled and tripled, he still does all the hardface welding and fitting personally. A job lasts for 3 to 5 years of hard racing, then it needs re-hardsurfacing for $9.50. The complete shoe, available in three styles (1/4-mile, 1/2-mile or mile-style) costs $25. Riders should send their left boot or a carboard tracing of the sole and measurement of the height of the toe, for fitting.

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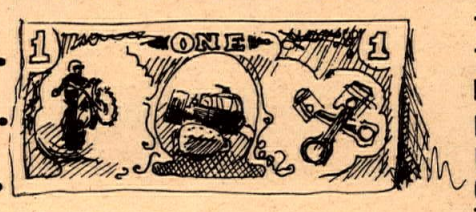

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CERIANI Front Forks, moto-cross, new never used $105.00. Call eves. (714) 533-4141.

TRADE: '64 Ford Truck, long bed, A.C., for V.W. Bus. (714) 636-0188.

DUCATI 350 – modified to MK III specs.; street legal road racer, 32 mm amal, girlings, Dunstall megaphone, Yokohamas, clip-ons, etc.,...very, very fast, $400. excellent condition. (213) 451-3127.

FOUR CLASS A J.A.P.s
Also, one 1963 B.S.A. Gold Star and one H.D. 3-wheeler. All in excellent condition. Call (days) (213) 774-0761, (nights) (213) 632-2210.

1968 HUSKY 250 $695.00. 1963 BSA Gold Star twin, low miles, sharp. $595.00 or trade for VW. (213) 693-2180.

MECHANIC
2-cycle, 4-cycle helpful. Top working conditions in modern shop plus benefits. Salary open. Phone (408) 297-5919, San Jose.

YAMAHA 350cc parts for sale. Complete 350cc engine, top shape, extra five port barrels. Call (213) 429-1127 L.B. anytime.

A L.A. RIDERS DELIGHT 1967 TR6C, skid plate, Bates seat, Ceriani front, Maverick rear, large, air. After 6 p.m. San Diego (714) 755-1939 $800.00.

TRADE – 19" rim, knobby, tape recorder, & money for 21" rim, knobby & 32mm carb. (213) 360-9098.

'67-1/2 GREEVES M.X. 21" front wheel new shocks, etc. $575.00. (213) 941-0544.

'66 GREEVES Challenger excellent condition, Springer front end, extended swinging arm. call Homer Waters after 6 p.m. (213) 341-0694.

PENTON
New – 3 hrs on machine, 125cc $565.00. Call Sat. (714) 524-5826.

'68 A100 SUZUKI full gyt kit, many extra parts, fastest 100cc going. Trade for 8 foot camper or sell $375.00. (213) 864-9950.

'57 CHEV. ¾ TON PICKUP
$525.00 or best offer. 6 cyl., stick, good cond. (213) 754-8286.

This Space ONLY $6.50 per week
Call (213) **423-0431** Ask for Tom

MECHANIC WANTED
Large Honda dealer – Top pay – all company benefits – Call Barry at (213) 591-1301.

MOTORCYCLE MECHANIC WANTED
Best shop in the Southwest. Good living and riding conditions, no smog. Fifty percent commission with guarantee. Motorsport, 333 San Pedro NE, Albuquerque, N.M.

MECHANIC WANTED
Man who has top experience on Harley Davidson machines. 40 hour week. Highest pay to right man. Pelton's Harley Davidson Motorcycle Sales, 1403 W. Burbank Blvd., Burbank. Phone (213) 849-4481.

BULTACO'S
360cc El Bandido, many extras, excellent condition, first $800 cash. 1969 Bultaco Sherpa S, 125cc, 5 speed, excellent condition $550. (805) 543-6723.

MAICO DEALER
Cole Bros. 250cc & 360cc. Parts & Repairs, 3 gal. tanks. 5600 Lankershim Blvd., No. Hollywood.

PARTS MAN WANTED
Experienced parts man needed. Good pay, excellent working conditions, call Honda Del Rey, (213) 391-6217.

'67 EL CAMINO Deluxe, factory air, power brakes & steering, good condition, private party, lic. # V94989. Call (213) 321-9400.

BARGAIN – Kawasaki 250, A-1; ported, Wisecos, carbs, more. Lo-mi, $400 or ? (213) 263-1804.

TRADE – 1969 Penton 125, aluminum gas tank, low pipe, two carbs, extras including gearing. A potential Bailey beater, want Husky, CZ, or Maico. Call Bruce (213) 838-5762.

SUPER CLEAN HUSKY
1967-3/4 250cc like new. Aircraft safety wired for positive reliability $795. (714) 774-1761 after 6 p.m.

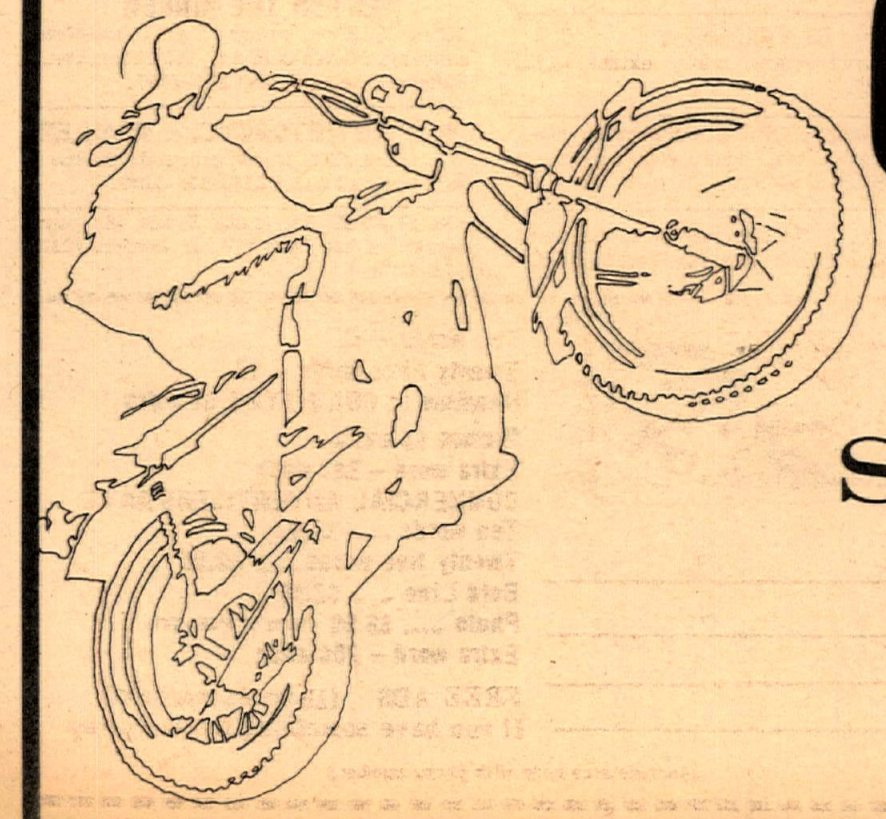
'65 BULTACO Torquer, desert ready, two tanks, lo. mi., extras. $450.00. (213) 289-6832.

ARIEL SQUARE four 1953 Mk. II, 18,000 miles, absolutely original and in excellent running condition, new tires and chains $1150. Call Jim Gordon (714) 281-1336.

TRADE: 1962 S-22 Comet Sport Coupe, 6 cyl. for one or two dirt bikes. (714) 540-9711 days (714) 549-0744 eves, ask for Brad.

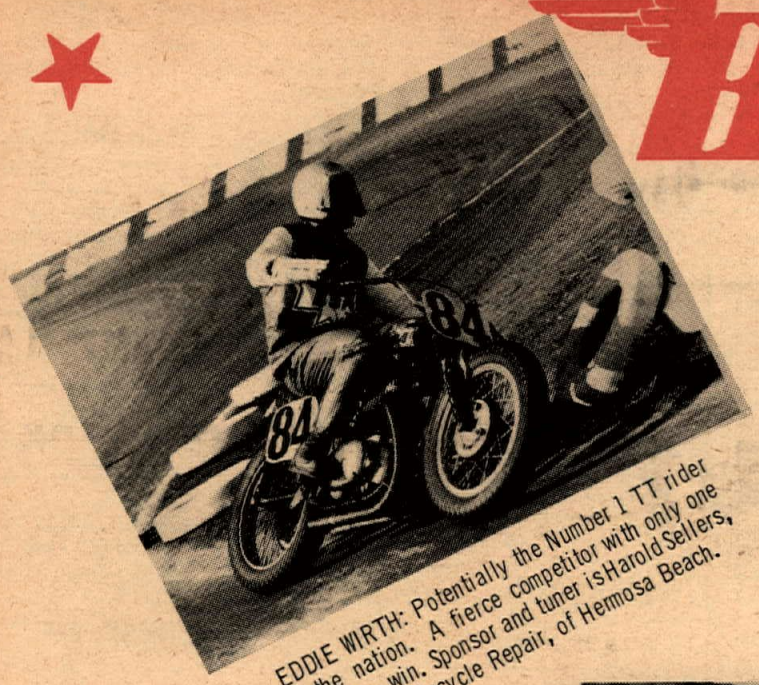
PENTON
125cc like new. Akront rims $575. (805) 252-4154. Newhall.

1967 TRIUMPH 500 – rebuilt engine, extras, concourse, 1000/offer. Eve. (213) 287-0635.

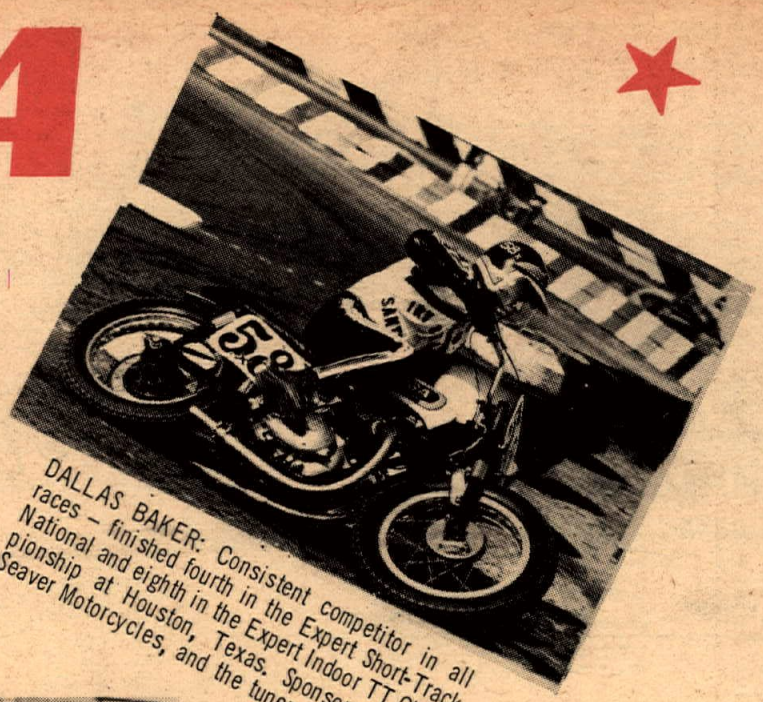


CYCLE '69
APRIL 2-6
SAN FRANCISCO
CIVIC CENTER
BROOK'S HALL

BSA



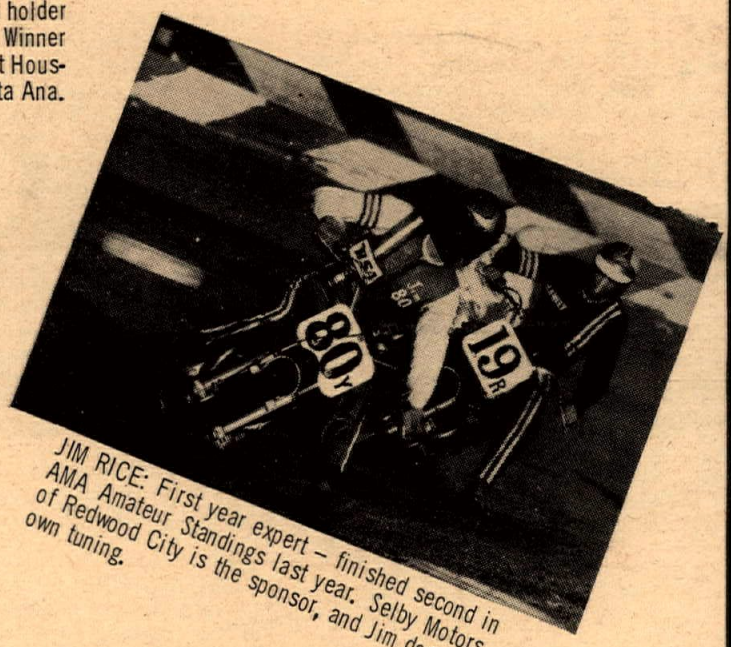
EDDIE WIRTH: Potentially the Number 1 TT rider in the nation. A fierce competitor with only one thought – win. Sponsor and tuner is Harold Sellers, Harold's Motorcycle Repair, of Hermosa Beach.



DALLAS BAKER: Consistent competitor in all races – finished fourth in the Expert Short-Track National and eighth in the Expert Indoor TT Championship at Houston, Texas. Sponsored by Irv Seaver Motorcycles, and the tuner is Loy Lyons.

DAVE ALDANA: Current AMA Amateur High-point rider national championships. Ascot record holder as a novice, riding a BSA 250cc Starfire. Winner of the Short-Track National Championship at Houston, Texas. Sponsored by Irv Seaver of Santa Ana. Ken Noggle does all the tuning.

DICK MANN: Always an AMA National Champion, formerly National Number 1 – never out of the top ten point standings. Sponsored by Karl's Motors, of Richmond. Dick is his own tuner.



JIM RICE: First year expert – finished second in AMA Amateur Standings last year. Selby Motors, of Redwood City is the sponsor, and Jim does his own tuning.

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